H. H. Bodfish.
2d Mate of Stmr. Grampus.
1888.
" 1889

Log Book.

Stmr. Grampus.

P. S. W. Co.

S. F.

Cal.

Sat. Stmr. Grampus. Feb. 11th

Left San Francisco
in Lat. 37° 48' N.
Long. 122° 31' W.
For a cruise in the
Arctic Ocean at
1 o'Clock in the Afternoon
Under steam. After leaving
the Head set Stay sails,
And carried them all night.
Steering S. W. by the compass on deck.
Variation of ½ point between that
and wheel house compass.
Light wind from the South.

Sun. Feb. 12th

Lat in
Long "

First part of day steering by
the wind heading from S.W. to W.S.W.
with quite a strong, baffling
wind from the southward
Shut off the steam and
made all sail at 7 o'clock
in the forenoon.
Broke out the run and
got stores for the steward
also Beef and Pork from
the fore hold.
Sighted a vessel about day
light steering to the Eastward
Latter part Wind from same
direction, but gradually dying
away. Wore ship about one
o'clock in the afternoon

Mon. Feb. 13

Lat
Long
Drifting about with the sails
flapping against the mast
Foresail hauled up all of
first part of the day

~~Tuesday~~ Mond. Feb. 13th

Took a breeze from the S. by W. about daylight steering by the wind S E by E until eight o'clock. Wore ship and steered by the wind heading W by S. for the rest of the day. Broke out the run.

~~Wednesday~~ Tues. Feb. 14th

Lat. 35° 59' N
Long. 125 15 W

First part of day light winds from the Southward steering by the wind on the Port tack. Wore ship at one o'clock in the night. Latter part a strong breeze with rain squalls from the S. W. steering by the wind, heading S. S. E. Broke out the fore hold. Saw a sail about from head ing about S. S. E. A full rigged ship

~~Thursday~~ Wed. Feb. 15th

Strong breeze with rain squalls from the S. W. Later wind hauled to the N. W and commenced to steer a course S W. by S, Wind hauled again to the N. and hauled up to S W. and S. W. by W. with the wind dying away, also some fog squalls. Saw a finback whale. At work around the ship putting on new stayail sheets leathering rings &c

Lat. 35 45 N
Long. 127 33 W

Course W. by S.

Thurs. Feb. 16th

Lat. 35.02 N
Long. 128 34 W.
Course S W ½ W.

Light winds from the N. W. followed by quite a strong breeze and squalls for the first part of the day, carrying all sail. Latter part wind died away but continued light and steady. Took in shanker and gaff topsail. Broke out fore hold also main hatchway. shoveled coal aft &c.

Distance run 65 miles.

Friday Feb. 17th

Lat. 34. 28 N
Long. 129. 28 W
Course. S. W. by S ½ S.

Light winds and baffling from W. to N. W. steering by the wind heading from S. S. W. to S. W. by W. Broke out fore hold, raised boats up on the house. put up frames for weather clothe on the hoop. washed deck, wheel house and pumped ship.

Distance run 110 miles.

Saturday Feb. 18th

Took no "sights" to day. Light winds from W. N. W. to N. W. steering by the wind until 9 o'clock in the evening when the wind shanded to N. N. W. steered a course W. by S. A steamer passed during dog watch steering about N. E. Coiled lines for the boats put up weather cloths on the hoop. Washed decks, pumped ship

Sunday Feb. 19th

Lat	37,12	N.
Long.	132,47	W.
Course	W. by S ½ S.	

Light winds from the N by W nearly all day. Latter part it breezed up a little stronger and hauled to N.W. by N. carrying everything but spanker and gaff to sail
Distance run since last observation 180. miles.

Monday Feb. 20th

Took no observations.
First part quite a strong breeze from the N. N. W.
During the night wind died away and hauled to the North. with fog squalls, which lasted the rest of the day. Washed boats, wheelhouse cleaned binnacle, covered pins for the boats &c.

Tuesday Feb. 21st

No observation today.
Steering W by S with a light breeze from the North.
Later shifted to W. by S. ½ S. and wind hauled to N. N. E increasing to quite a strong breeze.
Washed the poop skylights. Broke out stores for the steward.
Started to rig three boats for whaling.
A vessel passed ahead of us steering by the wind (about) On the starboard tack

Wednesday Feb. 22d.

Lat. 34.19 N
Long. 188 13 W
Course W ½ N.
Dist. since last observation 180 M.
Light breeze from the N.N.E for the first part of the day increasing a little and hauling to the N.E. for the latter part, with a few fog squalls. Cleaning boat gear and rigging

Thursday Feb. 23d.

Latitude. 34 16 N
Long. 140.08 W.
Course W.
Distance 95 M.
Light winds all day Hauling back and forth between N.E. and E. but finally settling in the East. During the night had a few rain squalls. Rove off new down-haul for the staysails and new reef-tackles for the topsail. also new falls for the quarter boats. Commenced to stand mastheads. Captain offered a box of tobacco for every head and tail.

Friday Feb. 24th.

No observation.
Wind light and steady from the East for the first part. Latter part hauled to the E.S.E. Running under three square sails for most of the day steering W by S ½ S by the Mech compass.

Saturday Feb. 25th

Lat. 34, 25 N.
Long. 143 W
Course W ¼ N.
Dist. since Last obs. 140 M.
Light but steady breezes from the E.S.E. for the first part of the day, latter part round variable. During the night, nearly a calm. running under square sails. most of the time, Saw four Finback Whales. Coiled a tub of towline for a share line, set up Mizzen topmast backstays with a lanyard and other work around the rigging.

Sunday Feb. 26th

Lat. 34, 24 N
Long 144, 33 W.
Course W.
Dist. 80 M.
Light and baffling winds from N. to E.S.E with some rain and fog squalls, Running under square sails during the day and all sail part of the time in the night,
Spoke Brig Consuelo from Honolulu bound for San Francisco. Eight days out. Sent letters by her.

Monday Feb. 27th

Lat. 34, 20 N.
Long. 146 52 W
Course. W.
Distance 115 M.

Monday Feb. 27th

Light winds for the first part from the East increasing to quite a strong breeze with quite heavy rain squalls. Filled the coal bunkers and tanks from the main hatch. Carpenter made a new boats mast for the m...

Tuesday Feb. 28th

Lat 84,13 N
Long. 148,57 W
Course W.½S.
Distance 137 M.

Quite a strong breeze from the East ... under all sail most of the time. Latter part of day changed our course to S.W.½W. by the deck compass. Finished filling the tanks with coal and doing odd jobs about the ship.

Wednesday Feb. 29th

Lat. 33 44 N
Long. 151 29 W.
Course W by S.
Dist. 130 M.

Wind quite strong but steady from the East all day, carrying all sail. Quite a heavy swell rolling in from the S.E. Fitted eye in main t'gallant mast Backstays and set them up with a lanyard also set up main top gallant ring

Thursday Mar. 1st

Lat 33,16 N.
Long 138,46 W
Course W by S ½ S.
Dist 112 M.
Wind a steady breeze from the East, for the first part, latter part hauled to S.E. Passed the grounds, Saw a rock with ribbon weed for the last twenty four hours.

Friday Mar. 2d

No observation
Wind from S.S.E. light for the first part but afterward squalls accompanied with rain.
Latter part increased a little
Cleaned out Port water tank to cement it.
Dealt out slops to the men.
Was not on deck today on account of [illegible]

Saturday Mar. 3d

Lat. 32,58 N
Long. 138,42 W.
Course W ½ S.
Dist since Last Obs. 248 m.
Steered our course until 8 o'clock in the morning with the wind from S.S.E. accompanied with considerable rain and quite heavy squalls, Took in Top Gallant and M. Topmast staysails and Fore sail.
Latter part wind hauled to the S.S.W. and steered by the wind heading W, carrying about the same sail, Dog shack fits, Sails belo-

Sunday Mar. 4th.

No observation
Weather fine and moderate. Wore ship about 10 o'clock as the wind hauled to N. N. W. and steered by the wind heading S. W. Latter part wind hauled to N. N. W. and commenced steering S. W.
Reported for duty today.

Monday Mar. 5th.
No observation
Light breeze from the N.E. during the afternoon dying away to a calm mixed with "catspaws" from all points of the compass Latter part breeze sprang up from the E.S.E. and steered S. W. ½ S.
At work around the rigging fixing footropes &c, Carpenter making Bucket.

Tuesday Mar. 6th.

Lat.		31. 34 N.
Long.		159. 00 W.
Course	S ½ W.	
Dist.	70 m.	

Light breeze from the South and very moderate until seven o'clock when the wind hauled to the West very strong with heavy rain. Reefed foretopsail took in foresail and all staysails except mizzen topmast main and jib. Latter part moderated and again made sail steering S.W. by S. and by the wind, heading S. S. W. Set up main rigging and maintopmast stay and seized them

Wednesday Mar. 7th

No observation
Light and moderate
breezes from the West
for the first part of the
day. Latter part wind
hauled to S.W. steering
by the wind with a
good strong breeze.
Started to make a crow
nest, carpenter at work on
buckets.

Thursday Mar 8th

No observation
Light and moderate
for the first part
Calm during the night
with heavy rain during
the first watch. Got quite
a strong breeze from the S.
steering by the wind
heading W. S. W. while our
course is S. W. by S.
At work balling up mar
lin and in the rigging
forward, also painted buck
ets and tubs around the decks

Friday Mar. 9th

No observation
Strong breeze from the
S.S.W steering by the wind
heading West, carrying
everything but spanker
maintopgallant staysail
and fore top gallant sail
for the first part. Later
took in foresail reefed
foretopsail and took in
mizzen top gallant staysail
Wore ship at eight o'clock
and headed to the southward
Raining during the night

Saturday Mar. 10th

Lat. 30 16 N
Long. 159 58 W
Course S.S.W.
Dist. since last Obs. 95 M

Strong breeze and squally all day. Wind about S.W. Steering by the wind heading from S by E. to S.by W. Quite heavy rains during the first part of the day. Doing nothing but odd jobs. Carrying only reefed foretop sail and lower staysails.

Sunday Mar. 11th

Lat. 29 28 N
Long. 160 31 W.

Strong breeze from the W.S.W. with rain squalls for the first part. Latter part wind hauled W.N.W. with heavy rain squalls, carrying reefed foretopsail and lower staysails, Steering by the wind heading from S by W. to S W. but not making much headway.

Monday Mar. 12th

Lat 29 10 N.
Long. 160 49 W.

Light and moderate for the first part Calm during the night. Latter part a breeze from the S.S.E. light, steering S.W. by S.
Painted line tubs.
Carpenter made a yard for the 4th mate and a mast for the 2d mate.
Painted buckets and Picked oakum.

Tuesday Mar 13th

No Observation
Strong breeze from the S.S.E.
Steering by the wind
heading S.S.W carrying
everything but after sail
and foresail and F.T. Gallant
sail. Later wind hauled
to S by E. and took in the
Top gallant staysails,
Put up weather cloths
forward, Broke out Beef
pork, molasses flour &c.

Wednesday Mar 14th

No observation.
Strong breeze from the S.
Steering by the wind, head
ing W.S.W. about, carrying
Whole foretopsail, lower staysail
for the first part later reefed
foretopsail, also squally with
some rain.
Set up two new darting guns.
Also blacksmithing
Rigged up a new boatmast.

Thursday Mar 15th

No observation,
Weather light and mod
erate. Sudden shift of
the wind to N.W with
very heavy rain for the
first four hours,
Steering by the wind
heading about N. by E.
Later wind hauled
to the N. and more ship
heading N.W. by N.
Blacksmithing bending
boat sails &c. Carrying
the same sail as yester
day.

Friday Mar. 16th

Lat. 30, 00 N.
Long. 168, 81 W.
Light breeze from the N. by E.
Steering by the wind heading
N.W. by W. until seven o'clock.
Wind hauled ~~to~~ N. E.
Commenced to steer N. W.
Latter part carrying all
sail.
At work coiling spunyarn
running line sinkers hand
lead &c. Raised breaches
but did not find out
what it was.
Filled water tanks for first time

Saturday Mar. 17th

No observation
Wind light and moder
ate from the East steering
N. W. by N. ½ N. for the first
part, Latter part wind
hauled to the S. E.
Carrying all sail until
latter part and run under
foresail and foretopsails.
Put spare anchor down
below, and odd jobs around
decks.

Sunday Mar. 18th

No observation
Light and moderate
winds from the S. E. steering
N. W. by N. ½ N. until dog watch
when luffed to on starboard
tack and laid all night.
Kept off at daylight on
same course, carrying only
square sails.
Latter part had some rain
squalls and fog.

Monday Mar. 19th

No observation.
Wind light and moderate from the S.E. nearly all day. Steering N. W by N½N. During the afternoon luffed to on starboard tack during the night under Topsail and two lower stay sails. Kept off on course at seven. Last two hours squalls from all directions with considerable rain. Wore ship at twelve o'clock and headed to the N.N.E.

Tuesday Mar. 20th

Lat. 33 00 N.
Long. 164 24 W.

Strong breeze from the N.N.W with rain for the afternoon. Under short sail heading N.E. Wore ship at 3 o'clock and headed to the W. Wind hauled to the N.E. and remained for the rest of the day very heavy swell. Mate making boat cover, fixed boxes to pumps. Broke out coal.

Wednesday Mar 21st

Lat. 33 27 N
Long. 164 57 W.

Started in with a strong breeze from the N.N.E. Carrying short sail and steering by the wind heading N.N.W. gradually dying away. Made all sail the latter part heading the same. At work in the rigging and odd jobs about deck

Thursday Mar. 22d

Lat 37.18 N.
Long 165 28 W.
Light and moderate
wind from the N.E about.
Steering N.N.W. Carrying
all sail. During the
night a calm part of
the time. Took a boat off
the house and took her
up on bow davits. Took in
the worst boat, stowed
all gear on deck down the
main hatch and battened
down for rough weather.

Friday Mar. 23d
No observation
Light and moderate
wind from the S.S.E.
until the latter part
when it increased to
quite a strong breeze
Steering N.N.W. and run
ning under Topsail and
foresail.
Made a box cover for
my boat. Doing odd jobs
around decks.

Saturday, Mar 24th
Lat. 36 36 N.
Long 165 30 W.
Strong breeze from S.S.E. un
til last dog watch when it
hauled to N.N.W and grad
ually died away to a calm
accompanied with heavy
rain during the night.
A light breeze from the
S.S.W. and increased to
quite a strong breeze
Steering N.N.W. and carry
ing sail according to weather

Sunday Mar. 25th

Lat. 37 48
Long 165 34

a steady breeze from the S.W. but not very strong for the afternoon During light winds but baffling from S to W.S.W. with a few rain squalls. Latter part quite a strong breeze from S.W. steering N.N.W by compass, carrying all sail. Saw a rainbow during the night.

Monday Mar. 26th

Lat 38 12
Long. 166 14

Light and moderate breeze from the S W. until 9 o'clock, when wind shifted to the N.N.E and blew quite strong, increasing to a moderate gale During the night very heavy rains but fine weather the latter part of the day. Carrying all sail the first part, latter part only storm sails heading about N.N.W.

Tuesday Mar. 27th

No Observation

Strong breeze and a heavy swell from the North Carrying short sail and steering by the wind heading about W.N.W. Some quite heavy squalls during the night with a considerable rain, beginning to feel quite cool.

Wednesday Mar 2[illegible]

No observation
a moderate gale from the North for the first part and gradually hauled to the W. N. W.
Very heavy sea running. Luffed to on the Northern tack carrying reefed foretopsail fore staysail and main trysail & main staysail.

Thursday Mar. 29th

Lat 39 21 N.
Long. 165 45 W.

Gradual drying away of gale About the middle of the day wind hauled to the S. W. and began to make sail Latter part carrying all sail and steering N. N. W. Commenced to steam for the first time at 7 o'clock and steamed five hours. At work repairing damages caused by the big sea shipped yesterday, Broke out butter and oil.

Friday Mar. 30th

Lat. 40 33 N.
Long. 165 39 W.

Light breeze from the S. W. until latter part when it died away to a calm Commenced to steam at 6.20 Head, light breeze from various directions but finally settled into a calm, Blacksmith making fog horns; Steering N. N. W. by compass

Saturday Mar. 31st

Lat. 42 55 N
Long. 166 20 W
Course N. ¾ W.
Dist. 116 m.
Weather light and moderate, Steaming all day making 90 turns of P. Carrying fore and aft sails part of the time with the wind about W. Latter part light breeze from the S.W. Set square sails, but wind light. Carpenter making Buckets

Sunday April 1st 1855

Lat. 45 03 N.
Long 166 47 E
Very little wind for nearly all day, Steaming until 7 o'clock of the evening Middle of the a light breeze from the S.E increasing gradually. Steering N.W. by N½ N. Carrying all sail after stopped steaming Course made N. by W. true and distance 135 m

Monday Apr. 2d
No observation
A steady breeze from the S.E. for the first part, latter part wind hauled to S.S.E and increased a little, Steering N.W. by N. ½ N. until the last five hours then N.W. ½ N. During the night and latter part quite heavy rain. Carrying all sail until last 6 hours the running with square

Tuesday Apr. 3rd

Lat. 49 11 N.
Long. 167 53 W.

Wind S.S.E. and gradually dying away. At about 6 o'clock wind hauled to W.S.W. and cleared up. Commenced to steam making 90 turns, and steamed the rest of the day. Squally during the night and increased to quite a strong breeze for the latter part. Carrying everything but spanker and gaff topsail. Steering N.W by N½N. and N.W½N.

Wednesday Apr. 4th

Lat 37 19
Long. 171 05
Course N.W.
Dist. 180 m.

Strong breeze with rain squalls from S.W. by W. Steering N.W by W. by compass. Steaming all day making 100 turns. First part carrying all sail. Latter part only fore and aft sails and last five hours going at full speed making about 120 turns. Quite cold Spitting snow and ice on deck. The finest passage that I ever made across the forties. Expect to sight land tonight as it is only 75 miles off by observation at 3 o'clock in the afternoon.

Thursday [illegible]

At anchor under Seguam Island in 16 fathom of water on the South side about the middle Caught about 50 Codfish at anchorage. Went ashore gunning but saw nothing but ducks along the beach got 5. Found a spring of warm fresh water covered at high tide. First part of day steaming and carrying fore and aft sails Luffed too at 11 o'clock at night under three stay sails. Wind about North and blowing quite fresh. Sighted Island at daylight came up under steam and fore and aft sails Anchored at 1 o'clock.

Friday [illegible]

Still lying at Seguam Had a very strong tide from the Eastward (about 4 knots) Shifted our position inside of the point that we were under. Anchored in 15 fathom on a sandy bottom. Sounded about ½ mile each way Nothing less than 17 fathom as near as a ship would anchor. Caught about 90 Codfish. Sent down fore top gallant sail and yard. Sent up crows nest. Filled coal bunkers. Winds from the Northward, and equally. Some snow, also caught 4 Halibut.

Saturday Apr. 7th

Lat. 52 35-
Long. 172 32
At anchor until six o'clock in the morning Steamed out to the 22 Pass and fore and aft sails. At 10 o'clock commenced to steer N. W by N. Wind about West and moderate. Quite a swell from the N. W.

Sunday Apr. 8th

No observation.
Started in with a strong breeze from the N.N.E. and continued until the middle of the day Steaming full sheed with fore and sails. Latter part wind hauled to N.E. and set square sail. Last five hours slowed up to 90 turns. Steering N.W. by N. Some snow and hail. Thermometer at 26 Fahr't. Salt water froze on deck for the first time.

Monday Apr. 9th

No observation
Steaming all day making about 100 turns Variable winds from N.N.E. to N by W. Carrying fore and aft sails part of the time. Steering N.W. by N. except last five hours steering by the wind with fore and sails heading N.W. by W. Tacked ship at ten o'clock heading N. by E. Snow squalls and Cloudy. Thermometer at

Tuesday Apr. 10

No observation.
Stopped steaming at about 10 o'clock and set square sails, steering by the wind a strong breeze from the N. N. W. on the western tack. During the night wind died away and hauled to the N. W. Wore ship at 5 o'clock in the morning, heading N. Commenced to steam, and fore and aft sails set, for about three hours steering N. W. by N. Cloudy and quite heavy snow squalls. Broke out beef and pork.

Wednesday Apr. 11

Lat. 57 16 N.
Long. 176 31 W.
Variable winds from the N and W. with snow squalls. On the Northern tack ½ the day. The Western the other half. Cleared away about seven of the last part of the day. Commenced to steam at eight going full speed. Made new solder pendants. Finished taking the coal from between decks and also took coal from the midship tanks and filled the bunkers. Washed decks and broke out oil for the engine room.
Steering N. W. by N ½ N.

Thursday Apr 12th

Lat 58,58 N.
No observation for Long.
Steaming full speed
up to six o'clock in
the evening when sight
ed ice. Variable winds
from the Northerd.
Cloudy and Snow squalls
latter part wind hauled
to the E.S.E. Made
all sail. Going along
through patches of ice.
Made the ice in about 58,40
Put out boats, cutting
stage. Sent down preventer
backstays. Saw two seals.
Longitude by D.R. 117
Commenced to stand Northward

Friday Apr. 13th
Still in the ice. Going
along slowly under square
sails for the first part.
Luffed to at 4 a.m. heading
N. West ship at mid
night headed about S.E.
Wind E.N.E. by compass.
Steamed the last five
hours into the W and
S. also had all sail
set. Cloudy and snow
squalls most of the time.
Ice quite heavy the
latter part of the
time. Heard whales
spouting in the night
Supposed to be Gram
pus.

Saturday Apr. 14th

Lat, 59.57
Long, 179 W
Packed in the ice for the first 5 hours. Then worked through leads into the N. by W. Light breeze from the N.N.E. Stopped steaming at ten in the evening. Commenced again at 7 in the morning. Working through very heavy ice, for the rest of the day. Very heavy swell from the S.S.W. Cloudy nearly all day. Saw only few seal.

Sunday Apr. 15th
No observation.
Steaming into the N.W. With fore and aft sail out until 8 P.M. Tied up to a large cake of ice and laid about an hour. Then made sail and worked into the W.S.W. until dark. Took in everything but main staysail, and drifted for the rest of the day. Moderate breeze from the E.N.E. and E. With snow. Thick and cloudy all day. Came up to a solid pack of ice, and drifting around in large heavy cakes. Some of the heaviest ice that I ever saw outside. Saw two fur seals.

Monday Apr. 16th.
Drifting through scattering ice. Wind E.N.E. Moderate for the first part. Made sail at 6 P.M. and kept off heading about W. N. W. Sighted two sails. J. R. Howland and Mars, Capt. went on board Mars. Afterward sighted one more Weather thick and cloudy, Snow, No Observation

Tuesday Apr. 17th
No observation
Had a general "Run" with the Barks J. R. Howland, Mars, A. Hicks, &c. and Stmr. J. H. Freeman, Light breeze from the N.E. Weather Cloudy and some snow. Came steam and sail steering into the N.W. for the first part of the day Luffed too under sail the latter part. Struck into the ice in company with the J. H. Freeman. Found [illegible]

Monday Aug 18th

Steering through the
[illegible] passing [illegible]
[illegible] of the Pacific. Strong
breezes from the S.E.
Square sails set. Steering
[illegible] S.E. to S.S.E. according
as the [illegible] [illegible]
[illegible] for the first part.
Hoisted cleaning at 8.30
[illegible] and shifted with
the ice, cleaned round
to the S. side and cleared
fore Bunker out stores
from starboard and filled
up casks in afternoon. At
noon [illegible] that [illegible] we
are at 60 18 N.
177 58 E.
[illegible] from
[illegible] steering
N. by E. & E. [illegible]

Tuesday Aug 19th
Lat. 60 37
[illegible] long.
[illegible] the [illegible]
[illegible] the [illegible]
[illegible] the [illegible]
[illegible] the [illegible]
[illegible] about
[illegible] the [illegible]
[illegible] steering about N. by E.
two [illegible] [illegible]
[illegible] the South [illegible]
[illegible] Cobalt [illegible]
[illegible] Thermom-
eter showing at 18° F.
[illegible] [illegible] [illegible]
[illegible] 8 feet and
round the [illegible]

Friday Nov 26th

Lat. 48 or 49

No observation for long.
Still packed in the ice.
Fine clear weather for
first part. Strong wind
a moderate breeze from
the S.E. for the latter
part. Saw the spars of
a steamer to the
South of us.
Killed two seals.

Saturday Nov 27th

Lat. 60.47
Long by Freeman 117.45 E.
Laying in the ice
Strong breeze from the
E.S.E. & finally veered round
a new opening.
Lat. minutes 15 S.

Killed one seal.

Sunday Nov 28th.

No observation
Started to steam out about
2.30 in company with
the Freeman. Had a strong
breeze from the E.N.E.
Steering from W.N.W. to
N.W. but made short
N. by E. course, and went
about 20 miles. By calcu-
lations, cloudy and very
cold, some snow as we
drove free and off the
seals. Short ; fine.
a very heavy swell
from the S.W. the latter
part of the day. Stopped
steaming at 8.30 P.M. and
drifted through the ice
with mainsta sail and
fore sheet, for under
head

Monday Apr. 23rd

No observation
Moderate gale from
the E. S. E. Snowing nearly
all day. Cloudy and cold.
Ice fastened to the

Tuesday Apr. 24th

Lat. 61.05 N.
Long. 177 23 E.
Distant 88 miles from
Cape Nagasaki.
Strong breeze from the E.N.E.
but gradually dying away
for the first half, latter
part wind gradually hauling
and finally stopped
at E.S.E. Finally died
away altogether, considerable
sea first half, fog
the latter half. Still fast
in the ice, in company
with the "Freeman,"
filled water tanks.
Blacksmith at work doing
odd jobs.

Wednesday Apr. 25th

[illegible]
[illegible] fog,
[illegible] in the ice.
Sight [illegible] mile north
from [illegible] to S.S.E.
Thick fog part of the day.
Saw smoke of [illegible]
[illegible] S. of Saw [illegible]
supposed to be Cape Omanakey. Lat about 74 miles.
Filled water tanks
with salt water, washed
and painted [illegible]
the outside. [illegible]
[illegible]

Thursday Apr. 26th.

No observation.
Lying on the ice.
Light northerly winds.
Partly from the S.W.
Fine clear weather. Not so
cloudy last night.
Moored fast up the
entrance through floes,
2 cables off. Moored
round by the aft.

Friday Apr. 27th.

Lat. 69°.18
Long. 97°.15
Still lying in the same
pl. Light winds from
the S.W. to S.E.
Clear and cloudy by
intervals. Found
night lying off the
Schools of Erasmus
round off bay.
Bowse out floe off
deck and took soundings.

Saturday Apr. 28th.

No observation.
Lying on the ice.
Light northerly winds
from the Northward.
Fine weather. Cloudy
all day. Foggy during night.
Pitch off scuttle
marks on the stern.
Schools of Erasmus
round. Knocked out
on the floe ice the
bottom part of the
bay.

Sunday Apr. 29th

A.M. 61 17
P.M. 172 20
Left in the arc
started for with light
rope from the N.W.
afterward changed to
S. South, and increased
to a strong breeze
[illegible] afternoon com
ing into the arc from
the S.E. [illegible] Frank
[illegible] and myself stood within 15 feet
of two and shot them in
the head. Did not all them
afterward. Did not kill
them from appearance

Monday Apr. 30th
A.M. 61 07
P.M. 176 22 E.
Left the arc a strong
breeze from the North
and away the left
part for awhile, but
began up again from
the S.W. W.
[illegible] in calling home
me, may angel and his
thermometer at 125 F.

Tuesday May 1st

No observation.
Strong breeze from the N.N.W. all day. Cloudy all of the first part but cleared up the latter part. Steamed down to the G. H. Freeman and found, ice quite loose, had a lot about three miles long by a mile wide. Raised a snowhead at Eleven P.M. Towed all the boats alongside the ice. Saw bird once, afterwards Shipped most of the men engaged.
The barometer at 8 o'clock P.

Wednesday May 2nd

No observation.
Strong breeze from the N.N.W. all day but of a moderate nature. The ice left, drifting through, but being so much broken up about three miles down in consequence with the G. H. Freeman and Dear Sterling. Found all hands swamping the Freeman and Dear, let them at to the ice.
Found a bright clearing N.W. by W.

Thursday - 4th

Lat. 68 55 N
Long 177 03 E.

Light breeze from the N.N.W. for the first part latter part had moderated to the S.S.W. Still tied up to the ice in company with the Freeman and Orca. Hove lines over with heavy ice, saw several walled coal barges.

Friday May 5th

In latitude
Light variable winds
Thick fog during the night, Still tied up to the ice, chained in Bow level at 2½ A.M.
Proceeded with the boats and went off cruising.
Sl. f.

Saturday May 6th

In latitude
Sl. f. to the ice.
Started at 1 A.M. a light breeze from the N.N.E. and gradually increased during the latter part to the N. and blowing quite strong. Three boats came off cruising but saw nothing. Stood into open patches, commenced to steam at 4½ P.M. resting and for the night following the Orca and Free Mason, fine and cloudy at intervals, zero, zero [illegible] thermometer at 8 A.M.

Sunday May 5th

No observation.
Started in with a most
quite breeze from the N.
Afternoon hauled to the
N.E. and increased a little.
Stopped cleaning at 4.45
P.M. and made fast
to the ice. Fine and
pleasant a little way off.
Quite a swell from the S.
Cloudy all day and some
snow. Very cold.

Monday May 6th
No observation.
Lying in the ice.
Started at 8 A.M.
Started in with light
variable winds
and light from the S.E. to N.E.
Saw whales spouting a
few of times. The weather
was not very, but which was not
bad. Also had a narrow escape
by the exploding of a bomb
shot accidentally by the
4th mate while loading a gun.
Close. Snowy in the
day. Thermometer at 14° to

Tuesday May 7th
Lat.
Long.
Started in with fine
weather, variable winds
and light from the S.E. to N.E.
Saw whales spouting a
few of times. The weather was
not very, but which was not
bad. Also had a narrow escape
by the exploding of a bomb
shot accidentally by the
4th mate while loading a gun.
Close. Snowy in the
day. Thermometer at 14° to

[illegible] May 9.

A. [illegible]
Fine weather, wind from the
S.W. to the eight point haul
[illegible] [illegible] in the
S.S. Thetis [illegible] [illegible]
[illegible] [illegible] the [illegible]
[illegible] ice packed very
close. Had to [illegible] in frequent
[illegible] [illegible], Saw whales
two [illegible] [illegible] [illegible] worked
[illegible] [illegible] to heave about
[illegible]. Killed 2 seal
[illegible] down the steam for
[illegible] to fix the valve in
main steam pipe
[illegible] [illegible].

Thursday May 10th
[illegible]
Started [illegible] with a light
breeze from the S.W. and
[illegible] [illegible] [illegible]
by [illegible] [illegible] [illegible] hauled
to the [illegible] [illegible],
[illegible] [illegible] with the wind
[illegible] for about 2 hours.
Started to steam in company
with the Orca at 7.30 P.M.
[illegible] about 2 miles into
the N.E. Left the Orca
and steamed back to
the "Freeman. Stopped steam
ing at 8 P.M. Started again
at 11.30 P.M. following the
Freeman, [illegible] at
[illegible] [illegible] [illegible] [illegible]
in the morning.

Sunday May 17th

Lat. 61.11

No observation for long
Started in with a moderate breeze from the N.W.
with snow, but cleared
up the latter part
and moved the land to
the S.E. but very light.
Stopped Log at
2.45 P.M. long with the
mainsail, then in
night shut 3 miles off,
drawing the fires

Saturday May 18th

No observation.
Started in with light
moderate weather and
wind from the S.
Latter part moved from
to the S.W. cloudy and
some snow. Steamed for
about an hour, but made
no headway. Ice packed
very close
filled the water holes,
Dung old pie about the
week. Moon still in night
shut the immediate off.

Sunday May 19th.

No observation.
Light winds from the S.E.
and fine weather for the
first part. Wind hauled
to the S.E. quite strong Thick
and cloudy with snow for
the latter part, Ice
very close, Saw a school of
Grampuses, also a Sperhead
headed onto the S.E.
Steamed for a while but
made no headway

Monday May 14th

No observation
Strong breeze from the
S.E. with rain and snow
Ice packed very close
Saw four whales,
went out on the ice
with guns but did
not shoot any

Tuesday May 15th
Lat. 61 34
Long. 176 52E.
Wind S. slightly varying
a few points. At 4 P.M. got
the point free. Worked
to S.E. the pallan tent
Cloudy and clear at
intervals during the day.
Steamed about 1½ hours.
made about 1 mile to the E.
Saw four heads and team
boat, killed 2 seal.
Broke out steif pow.
and mauzzer.

Wednesday May 16th
No observation
Started with light
and moderate weather
with the wind from
the E.S.E. Latter part
night shifted to the N
and blew a moderate
gale accompanied with
fog, rain and snow.
Saw 3 whales bound
into the N.E. killed 2 seal.
Land in sight about 44
miles off Cape Nunchin
ray bearing by N. tone.
Ice packed very close
but a few holes showed
up the latter part.

Thursday May 17th.
No observation
Still blowing heavy
from the N but latter
part wind moderated
and hauled to N.N.E.
Ice hoozened a little
but froze up again
soon after,

Friday May 18th
No observation
Started in with a
strong breeze from the N.E.
Latter half moderated
to a moderate gale.
with rain and snow.
Ice slacked and and
steamed about one hour
but made no headway.
Land in sight ahead
about 20 miles by D.R.
Kept out about 100 fathoms
of fish line, but found
no bottom,
Drifting to the S.W

Saturday May 19th
No observation,
Strong breeze from the
N with heavy snow
for the first part,
Latter part wind
gradually flying around
and finally hauled
to the E.
Ice still very close.
Cape in sight bearing
N.E by E. Distant about
6 miles,
Blackmith at work
fixing gear.

Sunday May 20th

No observation
Moderate breeze from
the N.E. accompanied
with snow and rain
latter part turned
into a fog.
Ice still very close

Monday May 21st
No observation
Starboard watch
moderate breeze from
the N.E. but later it
veered to the N.N.E
and increased to a
gale, low, very heavy
accompanied by
heavy snow.
Turned the watch
forward. They have
2 broken in this
morning.

Tuesday May 22nd
No observation
still blowing from
the N.N.E with heavy
snow. Later part
cleared up for awhile
saw the sun and
stars but no water
land. Another leaf gone
and united to E.N.E.
Jim fell overboard
off the Starboard
quarter. Jumped on
the ice to haul him
out and fell in myself
and one of the
men went through
on climbing to pay
assistance, he drowned,

Wednesday May 1

No observation.
Started in with a strong breeze from the N.E. but gradually died away toward the latter part accompanied with snow rain and fog. Ice moved a little during the day but we did not move any. Blacksmith at work making shackles &c. Filled the coal bunkers.

Thursday May 2

No observation.
Started in with a moderate breeze from the N.E. with snow and fog, latter part wind hauled to the N.N.E. and cleared up. Land in sight about 15 miles off, also 3 more ships coming between the S. and O. One was a steamer, filled 2 coal

Friday May 3

Lat. 40.35
Started in with a moderate breeze from the N.N.E. but latter part wind died away and a light air sprung up from the S.S.W. Land distant about 15 miles. Steamed for ½ hour but made no headway. Fixed up the sails to dry. Changed the Starboard anchor, Made new anchor lanyards.

Saturday May 26th

Left 60,30
Light airs and calms during the day. Hauled down the S.B. to N.B. & Commenced to steam at 4 p.m. and stopped at 3,30 in order to get 3 miles for the B.C. & depth and disturbed the mud bar, & got out bag of shucked oysters. killed one seal

Sunday May 27th
No observation
Started in with a light breeze from the S.E. but latter part moderate & hauled to the N.E. Sounding in from the S.E. & hauled to steam at 8 a.m. and stopped at 9,30 a.m. Commenced again at 2,30 P.M. and went until 4,30. and then at 10 P.M. and continued for the rest of the day, making about an E. course. At 12 m. of the 27th a civil day got into open water and company with the H. M. Freeman.

Monday May 28th

No observation
Moderate breeze from
the N.E. for the first
half last half more
moderate to the E by N.
and E.N.E. Lots of fog
and rain, Steaming
into the N.E. rain from
water, following the
edge of the ice,
Making about an E.N.E
course true, the Freeman
in company, also heard
the whistle of another
steamer about 1 P.M.
Heavy swell from the S.E

Tuesday May 29th
Wind at 4 P.M. 61 30
Moderate breeze from
the N. to E. with fog
and a heavy swell
from the S.E. Steaming
into the N.E. and cruising
off the Ice
J. H. Freeman and
B. Eckels, was drowned
the last day 28,
Turned the Bolt de a
Ice pretty well rest
tered out but getting
heavier as we go
North.
Filled the coal
bunkers.
Saw one Finbacks blow

4 whales taken up to
date according to report
Belvedere 1 Cap Bayliss 1
Reindeer 1 A. Beaton 1

Wednesday May 16th

Lat. 61,27
Light breze from the N.E. Going around in loose ice with only after sail out.
Made anchor fast for the night.
Cale Magnan leaving N.E. by compass
4 Steamers passed one making a lib in ice

Thursday May 17th
Lat. 61 35
Started in with a light breze from the N.E. but in the end the last turned to the N.W. and continued there for the rest of the day.
Commenced to steam at 1,30 P.M. and stopped at 4,30 in company with the Belvedere.
Sea very heavy.
Made about a N. course and shot 3 miles distance.
Saw 2 Bowheads and killed one seal
Jamming with the Belvedere
Painted the Port anchor and windlass.
Put new pendants on the Main and aft halliards
Regardless.

Sail Condition

Sunday June 1st

No observation
Light and variable
winds from the N. to N.W.
for the first half
Latter part moderate
to the N.E. and increased
to a strong breeze,
Saw 3 whales spouting
caught sight of the re.
Mission for second time.
Our Bayles went out
of sight.

Saturday June 2d

Lat 61 36
Long. 109 37
Started in with a
strong breeze from the
N.E. but moderated
towards the middle
and latter part
veered to the N.N.E.
Ice opened a little
but did not move
any. Set up a cache
and filled it with
cache that we got
from the Schooner.
Saw quite a number
of whales to the S.W.
of us.

Sunday June 3rd

Lat. 61 38
Light breeze from the
N.E. until latter part when
it veered to the N.N.E.
Ice loosened at 3 P.M. but did
not move any. Engine out of
order but repaired in about
3 hours. Running the Schooner.
Cape Navarin bearing N.N.E.
by compass. Distant about [illegible]

Monday June 2nd

No observation
Light winds from
N.E. to E.S.E. with
rain and fog.
Started to steam at
3.30 P.M. and stopped
at 7 P.M. making
about 60 by N. course
and going about 5 miles
Now a new eyebolt
for the rudder.

Tuesday June 3rd

[illegible]

Lat [illegible]

[illegible] the [illegible] strong [illegible] the [illegible] [illegible] [illegible] [illegible] to the [illegible] Stranded 2 [illegible] but made very little [illegible] [illegible] [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Friday [illegible] 6th

[illegible] Clarence.
Strong breeze from the
S.E. for the [illegible]
[illegible] day
accompanied by hig
[illegible] for the
latter half. [illegible]

Saturday [illegible] 7th
Lying in Port Clarence

[illegible]

Lying in Port Clarence
until 6.30 P.M. and
started for the North
with Steam and Sail.
[illegible] N. [illegible]
[illegible] the Engine.
[illegible]
[illegible] for the first
half [illegible] the [illegible]
[illegible] light [illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]
the [illegible] gradually increased for a moderate [illegible] stay sails [illegible]
[illegible]

[illegible]
8 others came in during the latter part, [illegible]
[illegible]

[illegible] 18

Thursday [illegible] 12th
[illegible]
[illegible]
[illegible]

Monday

Lying at Point Barrow
Winds light and
variable, but mostly
from the N. and E.
Fog and rain from
9 A.M. until the end
of the day.
Washed decks.
4th Mate shot 11 ducks.

Tuesday July 24th

Lying at Point Barrow
at 10.30 P.M. started to
steam to the Eastward
along the [illegible] of the
[illegible] with [illegible]
[illegible] and [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] of the [illegible]
[illegible] to the [illegible]
[illegible]

Wednesday [illegible]
Steaming to the [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] thick fog and
[illegible] the [illegible]

Saturday July [illegible]

Laid up to the ice
Steamed about 3 miles
to the S. Westward. [illegible]
[illegible] [illegible] then
steamed to the Eastward
again from [illegible] until
8.30 A.M. Calm for the
first part. Middle part
light breeze from the N.W.
which hauled to the N.
the latter part wind in-
creased to a moderate breeze.
Foggy from [illegible] until
4 P.M. [illegible] [illegible]
a few [illegible] [illegible]
[illegible]

[illegible]

Tied up to the ice
Moderate breeze from
the N. which hauled to
the N.N.E. middle part
and N.E. latter part.
Foggy from [illegible] until
[illegible] [illegible] the
latter part. [illegible] ship
with the [illegible] [illegible].

Tuesday [illegible]

Tied up to the ice until
6.30 P.M. when we started
for Point Barrow. Strong
breeze from the N.N.E.
for the first part hauled
to the N.E. middle part.
and back to N.N.E. latter
part. Foggy from 7.30 A.M.
until 6 P.M.

Wednesday Sept 2d

Friday Sept 3rd

Monday Aug. 6th

Steering along the coast, which is wooded and rocky and laid until 3.45 when we stood in again. Passed Franklins Rotten Reef at 12 m. After leaving the reef steering about S.S.E. between the reef and the south side of a long low coast, all a black & heavy ice, wind light and variable for the first half, but the latter half a [illegible] breeze [illegible] sail during the latter part of the day. A canoe came off to the ship while we were [illegible] a chief [illegible]

Tuesday Aug. 7th

[illegible]

Wednesday Aug

Anchored off Stone Key
Steamed to the westward
from 6.30 A.M. to noon
Wind light from N.N.E
first half last part
hauled to E.N.E. and in
creased to a moderate
breeze with a few
squalls during the day
Foggy from 9.30 A.M. till
1.30 P.M. Current

Lying at anchor
nearly down to the
outside end of Franklin
mountains. Ice quite
thick and heavy.
Moderate breeze from
the N. for the first part
which hauled to W.N.W.
middle part and latter
part to S.W. Raining from
2.30 A.M. till 6 P.M. some
snow from 12 M to 2 P.M.
Foggy from 3 A.M. till
4.30 A.M. Steamed about
five miles to the W.
4 canoes, camped abreast
of us at 5 A.M.
Lowered a boat and
sounded a little bay.
carried 3¼ fathoms
quite close to the beach
Shot 6 Ptarmigan.

Friday Aug 18th

Laying at anch.
Jca and Beluga as
sisted from the Westward
Gammed; They brought
mail from R.M. Cutter
Bear. 4 vessels lost at
Point Barrow. Young Phoenix
Mary and Susan. Fleetwing
and Schr. Jane Gray.
Moderate breeze [illegible]
[illegible] 2 P.M. Late
part calm and light
breeze from E.N.E. Rain
squalls during the day
took the anchor at 7.30 P.M.
and steamed to the
Westward Steering West [illegible]

Saturday Aug [illegible]
Steaming to the Westward
[illegible]
part [illegible] to S.
Spite [illegible] operated [illegible]
[illegible] and fog
during the day.
Saw 2 vessels to the westward

Sunday Aug. 20th
Sled up to the ice
Laid until 6 P.M. then
started west again with 4
[illegible] passed Herman
Jeff at 12 m. Variable light
and moderate calm part
the time Rain and
[illegible] to the

Monday [illegible] 1844

[illegible]

[illegible]

[illegible]

Ste

[illegible] to the [illegible]
[illegible]
[illegible]
[illegible]
for the first part light
[illegible] variable moderate
[illegible] and mostly
[illegible]
[illegible] P.M. [illegible] 5 P.M.
[illegible]
[illegible]

Lying at anchor
off the steamers in
sight but the Lucretia
also the Francis Palmer in sight
[illegible] Gamoning the
Balaena. Light breeze from
the N. for the first part
but hauled round
to the S. and increased
to a strong breeze
Fog spoiled part of the
[illegible]

Wednesday Aug 21st

Lying at anchor until
5.30 A.M. when the steel off
shaft made steam and sail
Engine ascend until 6 P.M. an
chored again and [illegible]
[illegible] Sla[illegible] again [illegible]
[illegible] the N.W. [illegible] breeze
[illegible] the N.W. to [illegible]
[illegible]
[illegible] Rain and [illegible]

Sheet up to the ice off Horseshoe Bay, tied up to the wharf for the first part. Calm the latter part. Started in 2 hrs 20 min. steam and sail at 10 P.M. filled the coal bunkers.

Thursday Aug. 25th Raised anchor and lowered all the boats. Chased until 5 A.M. when the 3rd Mate struck but blew the horn a short time afterwards. Chased him to the heavy ice, but did not strike again. Calm the latter part. Light breeze from the S.E. which hauled to the E.N.E. until 11 A.M. then died away to a calm at 2 P.M. a breeze sprung up from the S. increased to a strong breeze, hauled to the S.W. at 5 P.M. and blew a gale of wind for the rest of the day. Anchored at 12 M. Was trying a current sail, the rest of the [illegible]

[illegible]

Lying at anchor off
Algeziras Bay [illegible]
[illegible] off to the [illegible]
to [illegible] them [illegible] off
to the [illegible] blowing
fresh from the [illegible]
all day, by strong cur-
rents, spun round, shewing
the latter [illegible]
[illegible] off [illegible]
[illegible]

Sunday Aug. 26th
[illegible]
[illegible] the [illegible]
[illegible] and [illegible]
[illegible] strong
breeze from the [illegible]
[illegible] then [illegible] to: the
S.E. and [illegible] gone
[illegible] the [illegible]
[illegible] the [illegible]
[illegible] the Belvedere.
[illegible]

[illegible]

Working to the [illegible]
[illegible] steam [illegible]
until 6:30 P.M. then we
cleared off the [illegible]
point of Hinchinbrook Isl.
Laid until 8:45 then
started again and
kept on for the rest
of the night, steady breeze
from the N.E. [illegible]
[illegible]
[illegible]

[illegible]
Working to the [illegible]
[illegible] steam and
in company with the
Belvedere. Cast moored a
12 m and [illegible]
7:15 M. then [illegible]
passed the [illegible]
[illegible] of the [illegible]
[illegible] at 2 a.m. [illegible]
dead [illegible] [illegible]
Light and [illegible]
accompanied with [illegible]
[illegible] snowstorm [illegible]
mostly from the west [illegible]

[illegible]
Anchored at Point Barrow
at 1 a.m. Moored [illegible]
here. Had [illegible] no white
Winter daylight and [illegible]
the first [illegible] [illegible]
[illegible] breeze from the N.E.
Shifted around to the south
side of the point at 2:30 P.M.
Went to the Station and
[illegible] [illegible] at lat. 23
[illegible] on the [illegible] [illegible]
[illegible] the [illegible] [illegible]
[illegible] for the [illegible]

Thursday May 30th

Lying at Point Barrow. Strong breeze from the N.E. the first half and increased to a moderate gale the latter half, rain and snow squalls. H.M. Brig Plover and Hunter, Hidalgo, left for the west arm.

Friday

Lying at the west arm. At 7 P.M. the stand pipes cleared and all to the command, in company with the Barracouta, Belvedere, Blossom and Expected. Commencing the Barracouta moderate breeze from the S.W. for the first half, gradually increasing to the S.W. hurricane and finally settled in the S.W. the latter half, rain most of the time.

Saturday Sept 1st

Steaming to the eastward
with Boat, to the 200
chored in Camden Bay.
Laid until 4 P.M. then
went off to the ice under
steam and sail, fast in
to a grounded cake of ice
at 6 P.M. and laid the
rest of the day, [illegible]
a light breeze from the
N.E. for the rest of the
day, hoisted the boat
aboard and secured
for the night.

Sunday Sept
[illegible]

Tuesday Sept 4th

Lying at anchor
off Camden Bay until
3 P.M. then took a
cruise off among the ice
Calm the first part
Light variable winds
the middle and light
breeze from the [illegible]
the latter part [illegible]
until 5 A.M. [illegible]
at 5 P.M. [illegible]
[illegible] Beluga 2 bbls
of Beef.

Wednesday Sept, 5th
Cruising among the ice
ice until 6.30 A.M. then
anchored under Flax-
man Island [illegible]
until [illegible] P.M. [illegible]
[illegible]
[illegible]
[illegible] P.M.
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] with
[illegible] 2 fathoms on it.
Str Herman and Beluga
in company with us.

Thursday, Sept 6th
[illegible]
[illegible]
[illegible]
[illegible] 5 P.M. [illegible]
off for the ice [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Cruising in the ice until 9 A.M. then anchored and laid until 8 P.M. then started to the westward under steam. Spoke the Balena and gammed, working towards [illegible] Bay, first [illegible] winds until 2 P.M. then hauled to the N.N.E. and N.W. and remained for the rest of the day. Killed the four hogs that we had. [illegible] till 1 P.M. [illegible] squalls

Saturday Sept [illegible]

Cruising among the ice until 9.30 A.M. then anchored and laid until 5 P.M. then started off shore under sail. Commenced to steam at 9 P.M. Wind [illegible] variable the first part, Latter part moderate breeze from the E. till 9 P.M. then gradually hauled to the S.S.W. Beluga lowered for a whale [illegible]

Sunday Sept [illegible]

Cruising [illegible] [illegible] westward under steam. Moderate breeze from the S.W. to [illegible]

Monday Sept 10th

Cruising until 5 a.m. then anchored about 15 miles east of Point Barrow, then got under way and steamed for the [illegible] at [illegible] P.M. the night Westerly winds the first part, light [illegible] to the N. the latter part, Started to [illegible] the [illegible].

Tuesday Sept 11th

[illegible] Smythe at [illegible] the [illegible] of the day, Winds light and variable, but mostly from the N.W. and [illegible] [illegible] the [illegible] [illegible] P.M.

Wednesday Sept 12th

[illegible] started for the [illegible] [illegible] to the [illegible]

Monday Sept 13th

Bound to the [illegible]
[illegible] the [illegible]
[illegible] the [illegible]
[illegible] the [illegible]
[illegible] and
[illegible]
[illegible]
[illegible]
[illegible]
N.E. [illegible] and an
[illegible] the cattle [illegible]
keeping backward to the [illegible]
3 lines straight and [illegible]
[illegible]

Tuesday Sept 14th

Driven by a gale of wind
from the N. to N.E.
keeping to [illegible] 3 [illegible]
[illegible] and [illegible]
the engine [illegible] about
60 times, [illegible] and
had [illegible] the [illegible]
[illegible] total [illegible] of
[illegible] Bilge [illegible] the [illegible]
[illegible]

Saturday Sept 18th
S.E. [illegible]
the N.E. [illegible]
[illegible] 3 [illegible]
made 2 [illegible] 60 [illegible]
in the [illegible] [illegible]
[illegible] 12, 20, [illegible] 2 [illegible]
[illegible] [illegible] [illegible]
24, 20, 17, 18 [illegible]
[illegible] 100

[illegible]

Monday [illegible]

[illegible]

Steering [illegible]

[illegible]

[illegible] Sept 19th

[illegible] off
the [illegible]
Light breeze [illegible]
[illegible] the [illegible]
[illegible] the middle and
light variable breeze
the latter [illegible] formed
the Balloon and Bluejacket
[illegible] and [illegible]
[illegible]
now then [illegible] into
the N.E. for a breeze
[illegible] [illegible] heavy

[illegible] left off
Moderate breeze from
the N. the first part
[illegible] for [illegible] at
4 P.M. and chased
until dark, but got
nothing, light breeze
from [illegible] but go
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

[illegible] day sept [illegible]
Commencing. Wind from
the [illegible] first part
veered to the S.E. all
the middle part and
hauled to the W.N.W.
again and increased
to a strong breeze.
Lowered at 7 A.M. and
were down till 8 A.M.
but got nothing.
Saw 3 whales but go
no [illegible].

Sat. day Sept. 28th

[illegible] at [illegible] and
steered at 2.30 [illegible]
[illegible] the Hale
Caught by the 4th mate,
Strong [illegible]
[illegible]
Patter [illegible]
[illegible] ab
[illegible]
Gone [illegible]
at 10.15 P.M. [illegible] Chase
[illegible] the
[illegible]
Boiling

Sept. 29th

Lat. N. 70.44
Long. W. 167.12
Distance from Cape
55 miles bearing S.E.
Chasing Whales with
6 [illegible] Saw quite a
number that got near
as it were [illegible] most
of the time. Light breeze
of wind from W. to S.
during the day
[illegible] from 4 till 9 A.M.
Steamed about 2 hours
during the day. Boiling
finished taking the
coal from [illegible] after
[illegible] today,
7 other steamers [illegible]
[illegible]

Cruizing

[illegible]

[illegible]

[illegible] and the rest of the day. Light Northerly winds all day. Cleared up & the Blubber room. Killed a Polar Bear.

Tuesday Sept 25th

Lat 78 17 N.

Long. 168. [illegible]

Cruizing along the ice. Raised one whale. Lowered but did not see him afterwards. Steaming with all sail out until 4 A.M. then hoist colours until 6 P.M. then left off steaming from 3 P.M. to 5 P.M. according to the ice letting all sail. Made ate on the [illegible] & [illegible] [illegible] hand 6 [illegible] [illegible] the day [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Cruising along the ice.
Started back to the East
ward at 3.30 a. m. and
stopped at 9.30 a. m. Steer
ing from E.S.E. to N.N.E.
Laid under Main and
mizzen topmast staysails
and jib during the night
heading to the N.E. Set
fore and aft sails and
steamed at daylight
steering about N.E. Made
the Pack from the S.E.
the first time we started
to the S.E. the middle and
latter part to the S.E.
killed the cow & bullock
pickled the tongues
and salted the beef.

Bourhead.

Wednesday Sept 28th

Cruising along the ice. Chased whales until 2 P.M. Light westerly wind the first part middle part to the N.W. and the latter part to the N.E. Carried for about 2 hours, Foggy from 4 P.M. until 12 M. Saw the Beluga take a whale. Spoke them. Had taken one yesterday.

Wednesday Sept 29th

Cruising along the ice. Chased whales until 2 A.M. Light westerly wind the first part middle part to the N.W. and the latter part to the N.E. Carried for about 2 hours, Foggy from 4 P.M. until 12 M. Saw the Beluga take a whale. Spoke them. Had taken one yesterday.

Sunday Sept. 30th

[illegible] the ice
[illegible] light fresh breeze from the
N. in the first part, but
ed to the N. in the mid
dle part and to the N.E.
the latter part. Foggy
light clearing up space
for a few [illegible]
Lowered at 3.30 a.m.
closed [illegible]
basin by the [illegible] pulled
down by opening [illegible]
[illegible] feet [illegible]
under [illegible] and
steamed [illegible]
latitude 70.57
[illegible] not a very good harbor
[illegible] 8 d.
Jammed the Belvedere.

Monday Oct. 1st.
Cruising along the ice under sail, north, a moderate breeze from the E.N.E. accompanied by fog signalls all the first and latter part of the day. From 5 a.m. till 2 P.M. clear, Saw lots of walrus, some very large pods on the ice. Lots of young ice especially among the scattering cakes. The Northern Lights came out very bright. Weather [illegible] very cold, [illegible] [illegible] 20°, all day.

Tuesday Oct 2d

Cruising along the ice under short sail with a strong breeze from the E.N.E. Raised whales at 7 P.M. Lowered all the boats and struck the second rising commenced to cut at 10.20 Left 2 boats in the water chasing. Saw the Belvedere take a whale at 8 A.M.

Wednesday Oct. 3d

The mate struck at 2 A.M. and finished cutting at 7 A.M. Cleared away the heads during the night and started to boil. Started in with a moderate breeze from the E.N.E. but in the middle part light & baling gradually to the S.E. and latter part back to the E. and increased to a strong breeze. Lowered all the boats at 8 P.M. but saw nothing. The lowering was causing along the ice, the whale all appear to be frightened & shift to the south just be driving them back to the ice. Bent one of the blades to the shoe Oar

Thursday [illegible]

Cruising under short sail with a strong breeze from the N.N.W. moving to the N. & in sight during the night. First part, latter part, [illegible] Orca, and Beluga also, and Narwhal in sight. Mr. Fenerio struck a whale at 5 a.m. but lost him, went under the ice and did not see him again, from there saw a few whales, but all going fast and could keep no company of them. Very cold, everything covered with ice, thermometer 8° F. at 10 a.m. [illegible]

First part, 3-4th Bowhead that we struck.

Friday Oct 5th

Running off along the ice under steam and sail until 6 a.m. when steering S.S.E. said a block all night, at 1 P.M. made sail and run until 2,30 then hauled [illegible] and W. by S the rest of the day. Strong breeze from the N.N.W. the first part, latter part [illegible] and filled water butts [illegible] of young ice and snow, saw a few whale but did not lower. [illegible]

Saturday Oct 6th

Running along the ice
[illegible] ice steam and sail
steering W. by S. until 7
P. M. then tacked ship
and steered S. the
wind until dark. Laid
around under easy sail
all night, made sail
at 7,30 and steered S. to
N. N. E. until 8 strike the
Prow and gammed the
Thrasher. Strong breeze
from the N. W. with snow
squalls. Thermometer 6° F at
10 P. M. Came near running
into the Balaena in the
night. Saw the ship first
[illegible] the bow and did
not see any light until
we had hauled aback and
hauled down after sail, then
a red light flashed in my
face. a close shave.
Finished boiling and [illegible]

Sunday Oct. 7th

Running off [illegible] tea
and sail [illegible] steering S. [illegible] then hauled
to on the starboard tack
hauled aback. Laid aback
all night made sail in
the morning at 7,30 kept off
steering S. W. Strong wind
from the N. W. The first
part, gradually dying
away the latter part.
Stayed from 8 P. M. till the
remainder of the day
tramped the Beluga
[illegible] moderating
Squall [illegible] of snow
[illegible]

Monday Oct 8th

Steaming in to the N.E. until dark, and carrying fore and aft sail. in company with the Balaena and Beluga (Captains all on board the Balaena) until dark then luffed to and laid aback all night. Wind light but puffy all day from the N. to E. N. E. At 7.30 P. M. made sail and steamed to the N.E. until we met the Thrasher Narwhal and Belvedere. about 10 P. M. then luffed to and had another jam. Raised the land to the S.E. supposed to be Cape Lisburne.

Tuesday Oct 9th

Laying aback jamming the Belvedere until 3 A. M. then steered for the land E.S.E. carrying nearly all sail, until dark then shortened down to 3 lower staysails and laid until morning, then made sail and steered for Cape Lisburne distant about 25 miles, S.E. by S. Strong breeze from the E.N.E. the first part increased to a [illegible] gale the [illegible] afternoon [illegible] for East Cape at 11 P. M. S. by E. ½ E. by compass,

Wednesday Oct 10th

Running for the Straits under steam and sail Shut down the steam at 6 a.m. and commenced again at 7 0' M. Belugas went out of sight about 4 a.m. Started in with a strong breeze from the N.N.E. but gradually dying away toward 8 a.m. latter part and hauling to the N. Some time equable. Lost sight of Belugas at 30 p.m. passed the coal tunnels. Carrying all sail latter part.

Thursday Oct. 11th

Sighted the west [illegible] at 30 a.m. and [illegible] light, The Lighthouse bore about S. Distant a [illegible] Carrying all sail [illegible] the rest of the [illegible] Sighted S.S. [illegible] light N. and N. [illegible] 4th Mate.

Friday Oct 12th

Running down the coast Steering S. [illegible] Passed [illegible] Passed [illegible]

Saturday Oct 13th

Left Indian Point at 3 a.m. for Flores Bay. Anchored at 10,30 a.m. and laid until 1,30 P.M. Traded a whaleboat with them. Saw a ship anchor at the Point soon after we left. Got 15 ducks and also tried for a lot of fish, started in with a light breeze from the Westward but later part hauled to the N.E. accompanied with rain squalls. Sent up fore top gallant yard and rail rigged crossnest and took in the boats and generally prepared for a rough trip to Frisco.

Sunday Oct 14th

Lat	N. 10
Long by L.R.	W 174,38
Course steered S by compass	
Distance	130 m.

Started in with light S.E. and dry weather but at 11 a.m. hauled to the N.N.E. and gradually increased to a nice steady breeze, with a few snow squalls. Steaming all day with fore and aft sails first part and all sail the latter part.

Monday Oct 15th

Lat, N 39.53
Long, W 174.09
Distance 140 M.
Course S ½ E.
A moderate breeze from the N.E until 4 P.M. latter part when it hauled to E.N.E and squally, Steam and all sail until 9 P.M. then took in shanker and gaff topsail and stopped steaming. Saw a few fur seals.

Tuesday, Oct 16th
Lat, N 37.20
Long, W 173.26
Course S 25 E.
Distance
A strong breeze from the E.N.E. and squally, Carrying every thing but gafftopsail and spanker. Had foretop gallant sail for awhile during the night, a very heavy sea running.

Wednesday Oct. 17th
Lat, 35.21
Long by D.R. 172.55
Course S.S.E.
Distance D.R. 130 M.
Strong breeze from the N.E. Carrying all sail till 7 a.m. then took in topgallant staysails and bore topgallant sail and reefed foretopsail. Latter part wind hauled to the N.N.E. and made sail again. Broke out water.

Thursday Oct 18th

Lat, 53,12
Long, 171,41
Course
Distance

Strong breeze from the E.N.E. the first part, lat gradually hauled the middle part to the S.E., and died away to a very light breeze the latter part. Carrying nearly all sail until 11 A.M. when had to shorten down. Steamed about 3 hours the latter part. Saw 2 vessels and gammed on the Eliza with 8 whales. 14 days from Indian Point

Friday Oct 19th

Fussed through the Fox Islands, at 10 P.M. the Fox Islands bore astern, Unalaska Island on the right. Finished gamming with the Eliza at 4 P.M. and started for the Fox Islands steam and all sail and carry away 2 M.O. yes then luffs too until daylight heading to the N.E. Light breeze from the S.E. until 3 A.M. then hauled to the N.E. and gradually veered around to the N.W. and increased to a very strong breeze. Some rain during the night. Saw no vessel at 3 P.M. ahead sailing S.E. by S. Filled [illegible] water tanks.

Fox Islands bound home

Saturday Oct, 20th

Lat, at noon 50.48
No observation for Long.
Started in with a strong breeze from the N.W. but hauled to the N in the middle and slacked up and latter part baffling but mostly from the N. Steering S.E. 3 hours S.E. by E. 4 and E.S.E. 3 hours then hauled up to E for 6 hours S by N 6 hours. Saw the P. in reefman and 2 cans the first part and gam med with the Wanderer the latter part. Started to steam at 9.30 P.M.

Sunday Oct 21st
Lat. by D.R. 50.29
Long 165.30
Course E ¼ S
Dist, from the Race 225 miles
Finished gamming with the Wanderer at 1.30 A.M.
Moderate breeze from the N. the first part light and baffling the middle and latter part, carrying all sail and steaming. Rain and hail squall the latter part of the night.

Steering [illegible]
[illegible]

Monday Oct. 22d

Lat. 49 20
Long. 163° 49
Dist. 108 M.
Course SE½S.

Light and variable winds the first part, but in the middle part hauled to the S.W. and gradually increased to a moderate breeze. Carrying all sail and steaming until 7.30 P.M. [illegible] the cutting falls and guys and [illegible] [illegible]. Raised the [illegible] er in the [illegible] [illegible] came up with the J. H. Freeman. Blowed down the Boiler.

Tuesday Oct 23d

No observation. A strong breeze from the S.W. but gradually hauled to the [illegible] [illegible] the [illegible] S. W. [illegible] little rain. Took in the spanker gafftopsail and the gallant staysail. Steering E by N.

Wednesday ~~Thursday~~ Oct. 24th

No observation. Strong breeze from the S.W. but gradually dying away toward the latter part. Carrying everything but the spanker gafftopsail and mizzen topgallant staysail. Rain squalls and also foggy the last 5 hours. Steering E by N ½ N.

Thursday Oct. 25th

No observation.
Light breeze from
the S.W. then hauled to
the S. for night and
calm last P.M.
J.S.B. Carrying out a
[illegible] of the equator
S. lifting the [illegible] for from
the after main-deck tackle
into the middle tier and
and filled the hatch
[illegible] off.

Friday Oct. 26th
Lat. [illegible] N.
Long. [illegible]
Started in with a
strong breeze from N.E.
S.E. with rain, but at
9.30 A.M. hauled to the
S. and gradually backed
to the W.S.W. so
flying fish for the gallant
sail and the gallant
staysail at 5.30 A.M. but
had them all on again
about 2 P.M. & a heavy
swell rolling in from the
West.

Saturday Oct. [illegible]
Lat. 46 30
Long. 144.2[illegible]
Course [illegible]
Dist. 148 M.
Started in with a strong
breeze from the W.S.W. but
latter part hauled to the W.
and moderated. Took in
all the stingsails from 6 to
10 P.M. and rove under
the square sails. [illegible]
fish around the deck.

Sunday Oct. 23rd

Lat 15,35
Long. 141,59
Course [illegible]
Lat [illegible]
[illegible] from the
[illegible] all day [illegible]
[illegible]
Carrying [illegible]
[illegible]
[illegible]
[illegible]

Lat 14,35
Long. 140,[illegible]
Course [illegible]
[illegible]
[illegible] from the
W until 7,30 P.M. then
[illegible]
[illegible] and gaff topsail
and staysails last 2 hours.
Started scraping bows.
Rove off new rigging on
the shrouds, gaff topsail
and [illegible] the [illegible]
[illegible], [illegible]
[illegible]
Steering [illegible]

[illegible]
Started in with the port
[illegible] from the S.W.
but soon hauled to the
S.S.W. and increased to a
strong breeze, carrying all
sail until 4 P.M. then [illegible]
in Spanker and gaff topsail,
[illegible] scraping and [illegible]
[illegible] the [illegible]
Steering [illegible]

Wednesday Sept 9th

Lat 42 47
Long 133 40
Course
Dist

Applied Pens from the Mount Sat Bro, then came to the S.W. accompanied with a very agreable breeze the small sails and when the wind shifted at the proper apt time, finished with the lone and new feat sails, Steering E.

Thursday Sept 10th

Lat, 41 57
Long, 133 33
Course S.E.
Dist, 75 M.
Light airs & calm the Mount & Pt. Lobos bearing S. by E.

At 8 P.M. we had to the Mill in the [illegible]

Strong breeze from the N.N.W. first half gradually lying away the latter half. Started steaming at 1 P.M. Rained Point Reyes Light at 10.05 A.M. and arrived off the Fil Brooks wharf at 9.30 P.M. and so ends the year of 1888.

Season of 1889

Tuesday ~~March~~ Feb. 26th

Left S. F. at 11.30 o'clock under steam, with a crew of thirty nine men, under very favorable circumstances. Only two or three drunk and two with the jim jams. The Chief Engineer and one boat steerer, J. Reagan the chief.
1st mate myself.
3d " J. B. Vincent
4th " P. Ferrari
5th " D. Harris.
Capt. Brooks as a passenger. After passing the Farallones, set the stay sails. Steamed all night. Steering S. W. by compass.

Wed. Feb. 27

Lat.	37.12
Long.	124.38
Course	S. W. by S. ¾ S.
Dist.	95 m.

Steamed until 8 A. M. and then banked the fires. Commenced to steam again at 2 P. M. Carrying the stay sails. Calms and light westerly winds all day.

Thursday Feb. 28th

Lat. - - 36, 16
Long. 126, 35
Course S. W. by W.
Dist 108 m.
Started in with a light Westerly wind, but hauled to the W. N. W. and increased to a moderate breeze in the latter part. Stopped steaming at 10 P. M. and hauled the fires. Carrying all sail.

Friday Mar. 1st

No observation
Started in with a moderate breeze from the W. N. W. but gradually died away toward the latter part. Spent most of the day carrying all sail, at work in the rigging. Steering S. W. by W. ½ W. by compass.

Sat. Mar. 2d

No observation
Light wind from the N. W. accompanied by fog squalls. Carrying all sail. At work in the rigging. Broke out the fore hold. Steering W. S. W. by compass.

Sunday Mar. 3rd

Lat. 34. 56
Long. 130. 02
Course W. S. W.
Dist. 190 m.
Light wind from the W. N. W the first part which hauled to the N. the latter part. Rain squalls during the night Carrying all sail.

Monday Mar. 4th

Lat. 34. 40 N
Long 131. 23 W
Course W. by S.
Dist. 67 m.
Light N. and N. W winds all day. Carrying all sail.
At work in the rigging Dealt out Pilskins to the crew.

Tuesday Mar. 5th

No observation
Light baffling winds the first half, latter half settled in the S and increased to a strong breeze, Carrying square sails and middle staysails Steering W. by compass.
At work in the rigging and covering rowlocks.

Wednesday Mar. 6th

No observation
Started in with a strong breeze from the S.S.E. but about 2 at night wind suddenly hauled to the W. and blew a moderate gale. Shortened down to reefed topsails and lower staysails. Steering W. by compass but during the blow, laid on the southern tack, heading from S. to S.W. Shipped a considerable water and had to sling the lee boats.

Thursday Mar. 7th

No observation

An increase of yesterdays gale. At 7 P.M. took in foretopsail and lufted her to under a reefed main topsail and fore and main staysails. Says for very hard and ships a lot of water. One sea broke in the jaws sail and board. Is loaded very deep and is down by the head, the cause. Leaks quite badly pumping about 30 minutes every day. Heading about S.S.W. by Compass.

Friday Mar. 8th

Lat. 33. ~~35~~
No observation for long.
Gale gradually flying away
In the morning watch
set 2 reefed foretopsail
foresail and mizzen top
mast staysail. Latter part
wind backed to the S.W.
but equally accompanied
by rain. At 8 P.M. shook
the reefs out of the top
sails, and commenced
to steer W. by N. by compass
Put up the weather
cloths and carpenter made
a new gang board.

Saturday Mar. 9th

Lat	34.20 N.
Long.	137.08 W
Course	W ¾ S.
Dist.	210 m.

Baffling winds from the
Westward all day accom
panied by heavy wind
and rain squalls.
Wore ship twice during
the day. At 1.45 P.M.
took in the square sails
and commenced to steam
Carrying the stagsails.
Steering W. by N. ½ N.
Doing odd jobs about
the decks. Filled the
coal bunkers.

Sunday Mar. 10th

No observation
A moderate breeze from the W.S.W. the first part which hauled to the S.W at 12 m. and later to the S.E. and blew a moderate gale. Steaming with stay sails out until 6 a.m. then set the topsails and fore sail. At 4 P.M. the foretop sail ripped and took it in and furled it. A very heavy swell from the W. all day. Steering W. by N ½ N. by compass.

Monday Mar. 11th

Lat. 36.26 N.
Long. 136 20 W.

Running before a S.E gale under foresail and reefed maintopsail until 9 P.M. when the wind suddenly hauled to the W. Wore ship and hulled her to under reefed maintopsail, fore and main staysails. Wore ship at 6 a.m. and set the foresail, and run until 9.30 a.m. and hulled to again with a gale from the S.W. A very heavy sea running. Steering W by N ½ N. Had a thunder storm for an hour at about 5 a.m. Sent down the foretopsail and sent up a new one. Very heavy rain squalls during the day.

Thunder and lightning

Tuesday Mar. 12th

Lat 87.16 N.
Long. 137.35 W.

A strong breeze, accompanied by heavy rain and hail squalls from the S.W. Forging ahead under reefed topsails and lower staysails on the W. tack until 1.30 a.m. when it moderated a little, then set the foresail and commenced to steer our course W. by N. ½ N.
Broke out beef and pork.

Wednesday Mar. 18th

Lat. 87.32 W
Long. 187.45 W.

A strong breeze from the S.S.W. until 8 a.m. then hauled to the W.N.W and blew a moderate gale for the rest of the day. Carrying reefed topsails jib and lower staysails until the wind hauled then furled the foresail, jib and mizzen topmast staysail Steering W. until 3 a.m. then headed about S.W. Saw a sunfish.
Carpenter made 2 tubs.

Thursday Mar. 14th

No observation.
A moderate strong breeze from the W.N.W the first part. Latter part a very strong wind with heavy squalls. Carrying reefed topsails and fore sail and lower staysails. Heading about S.W. by compass.

Friday Mar. 15th

No observation

A very hard gale from the W.N.W. accompanied by heavy rain squalls.
Hove to under a reefed main topsail, fore and main staysail.
Shipped one sea that stove in the starboard fore weather cloth water closet and filled main deck full of water. stove the waist boat.
Heading about S.W. by compass
The hardest gale I have seen in two years.
moderating the latter part. A very low barometer standing at 28.80.

Saturday Mar. 16th

No observation
A moderate breeze varying from W.S.W. to N.W. with a few rain squalls. Carrying topsails, foresail and lower staysails.
Steering by the wind heading from S by W. to S.W. on one tack and N.W. on the other.
Wore ship at 1 P.M.
Broke out stores from fore hold.

Sunday Mar. 17th

No observation
A strong baffling wind from the westward the first half. Carrying topsails foresail and lower staysails. Steering by the wind heading about S.S.W.
Latter half a very strong gale from the W.S.W. but moderated the last four hours.
Hove to under a reefed main topsail and fore and main staysails
A very heavy swell and a high barometer 29.90 are the characteristics of this gale.
Struck a man four times with my fist for "sodgering" while taking in sail and hurried him up a little.

Monday Mar. 18th

No observation.
Yesterdays gale gradually dying away. At 1 a m wind hauled to the S. W. Wore ship and set the foresail, jib and shook the reef out of the main topsail. Steering by the wind until 5 a. m. then the wind hauled to the S. and blew a gale from 10 to 12 m. a perfect hurricane. Wore ship at 2 P. M as the wind hauled to the W. S. W. and moderated.
Lost the waist

Tuesday Mar. 18th

Lat.	34	20 N.
Long.	138	41 W.

A light breeze from the W. S. W. until 10 P. M. then increased gradually until it blew a gale. Steaming with fore and aft sail out until 11 P. M. then hove to under B. lower staysails. At 7 a m set a reefed foresail and maintopsail at 12 m began to die away. At 4 P. M. commenced to steam again, carrying fore and aft sails, Steering S. by W. by compass. Broke out water.

Wednesday Mar. 20th

Lat. 33, 36 N
Long. 140, 03 W.
Course W, ½ S.
Dist. 70, 0m.
A moderate but baffling wind all day from the S. to S.W. with a few rain squalls. Steaming and carrying staysails. A heavy swell from the W.
Filled the coal bunkers.

Thursday Mar. 21st

No observation.
A strong but steady breeze from the S.S.W. for the first half. Latter half a moderate but baffling breeze from the westward. Steaming with stay sails out until 6,45 a m then set maintopsail reefed foresail and foretopsail.
Steering W. S.W. until 9,30 a. m. then steered by the wind heading S.S.W. for the rest of the day. Rain the last four hours.

Friday Mar. 22d.

Lat. 34 28 N
Long. 142 25 W.
A strong but baffling wind from the northward until 7 a. m. then hauled to the N. W, and began to die away. Carrying reefed topsails & foresail jib and lower staysails until 8 a. m. then made all sail, steering by the wind heading from N. to N.W. until 9 a. m. then steered W. S. W. Commenced to steam at 11.45 A. M. Carrying staysails.
Broke out meat.
Dealt out slops. Doing odd jobs about the ship

Saturday Mar. 23d.

Lat. 34 28 N
Long. 144 33 W.
Course. W. ½ S.
Dist. 130 M.
Calm with a few light puffs until 2.30 a. m. then a breeze sprung up from the S. and increased to a moderate breeze the latter part. Steaming until 2.30 P. M. Made all sail at 4 a. m. Working in the rigging, Coopering, and Blacksmithing.

Sunday Mar. 24th

Lat. 35, 18
Long. 146, 47
The first part a strong breeze from the S which hauled to the S.E. and at 3 a.m. hauled to the S.W. Heavy rain squalls.
Latter part a breeze from the W.S.W and finally settled in the S.W. Steering W. by S. until 3 a.m. then ~~was~~ the wind heading about N.W. Carrying all sail most of the time

Monday Mar. 25th

No observation
Started in with a moderate breeze from the S.S.W. which died away at 9 P.M and remained a calm until 3 a.m. then a breeze sprung up from the N.W. and increased to a very strong breeze which began to die away the last four hours.
Steaming from 2 until 6 a.m. Steering W.½ N. by compass. Carrying sail according to the weather, filled the water butts, trimmed the coal bunkers.

Tuesday Mar. 26th

No observation.
A strong breeze from the N.W. all day carrying reefed topsails fore sail and lower stay sails. Steering by the wind heading from S.W. to W.S.W. A very heavy sea running. Reefed foretopsail, and cut the maintopmast and rig'd in the gallant stay sails smaller.

Wednesday Mar. 27th

No observation
A strong but baffling wind from the westward. Steering by the wind heading S.W. on one tack and about N.W. on the other, wore ship twice. Carrying reefed topsails foresail and lower staysails. Sent down the foretopsail and cut it smaller and reefed it.
A heavy sea running

Thursday Mar. 28th

Lat. 85.15 N
Long. 149.44 W.
A gradual dying away of yesterday wind the first part. at 12 a. m. hauled to the W. S. W. and at 9 a.m. to the S. W. and increased to a moderate breeze. Commenced to steam at 1.15 a. m. Carrying stayseils and at 9. a. m. set the topsails and foresail. Steering W. S. W. by compass.
Coiled lines for the boats.

Friday Mar. 29th

No observation.

Started in with a light breeze from the S. W. but at 9 P. M. hauled to the S. S. W. and increased to a strong breeze, and lasted until 10 a. m. then hauled to the W. S. W. and died away. Rain the last 5 hours.
Stopped steaming at 7.15 P. M. but started again at 11 a. m. Carrying all sail until 10 a. m. then took in the square sails. Steering W. N. W by compass.
Bent a new bow to the [illegible]

Saturday Mar. 30th

Lat. 38 12
Long. 152 51

A moderate breeze from the N. N. W. until 2 a.m. then [illegible] the N. S. W and at 2 P.M. back to the N. Steam with staysails out until 12.50 P.M. then made all sail. Steering N. W. by N. until 2 a.m. then N. N. W. until 2 P.M. then by the wind heading about N. N. W. Filled the coal bunkers and doing odd jobs about the ship.

Sunday Mar. 31st.

Lat. 39 58 N.
Long. 153 55 W

A light but baffling wind from the west. the first part, which hauled to the S. S. W and increased to a strong breeze the latter part. Commenced to steam at 1.15 a.m. and stopped at 2 a.m. Carrying staysails and at 6.30 a.m. set the square sails. Steering N. W. by W. by compass.

Monday Apr. 1st

No observation.
Started in with a strong breeze from the S. which increased to a moderate gale at 11 P.M. but died away again at daylight. Latter part a light breeze from the S.S.W. with rain. Steering N.W. by W. and carrying sail according to the weather.

Tuesday Apr. 2d

Lat.	48.34 N
Long	153.58 W.
Course	N.N.W.
Dist for 48 hours.	228 m

A moderate breeze from the W.S.W. all day. At 8 a.m. it died away a little and commenced to steam at 8.48 a.m. Carrying all sail. Made a new crows nest and weather cloths for the roof. A few rain squalls during the night. Finished coiling lines.

Wednesday Apr. 3d.

Lat. 45.38
Long. 157.57
Course N. by W. by N.
Dist. 150 m.
A strong but baffling westerly wind all day. During the night very heavy squalls with hail and rain. Steaming. Carrying sail according to the weather. Carpenter making frame for crows nest

Thursday Apr. 4th

Lat. 47,30
Long. 159.15
A strong westerly wind with heavy squalls until 12 M. then began to die away. At 3,40 P. M. took in all sail. Steaming and carrying sail according to the weather. Steering by the wind heading about N. W. after furling the sail. steered N. W. by W. Filled the coal bunkers and broke out meat. Put the sail weather cloths on the hatch.

Friday Apr. 5th

No observation.
A calm until 11 P. M. then a light breeze spring up from the S. which hauled to the N. W. by N. at 1 P. M. and increased to a moderate breeze. Steaming. Set the staysails at 11 P. M. Hoed the square sails set from 2 until 3 a. m. Steering N. W. by N. until 10 P. M. then [illegible] N. Gave a man a licking and put him in irons for insulting myself and giving the captain back talk. A mean, sulky fellow.

Saturday Apr. 6th

No observation.
A light breeze from the N. N. W. until 1 a. m then died away at 2 a. m. a light breeze from the N. which hauled to the E. N. E at 11 a. m. And increased to a strong breeze. Stopped steaming at 5.30 P. M. and made all sail steering by the wind heading N. Commenced steaming again at 3 a. m. carrying staysails. At 11 a. m. set the square sails and stopped steaming at 3 P. M.
Steering N. W. by compass
Scraped the mizzenmast.

Sunday Apr. 7th.

Lat. 51 42 N.
Long. 165 45 W.
A strong breeze from the E.N.E. until 11 P.M. then hauled to the N.E. accompanied by heavy snow squalls. and staid until 9 A.M then hauled to the N.N.W. Carrying square sail and forward staysails until 10 P.M. then took in every thing but topsails foresail and jib. At 11.30 A.M. furled the foresail and jib and laid to heading about N.N.W. Steering N.W. by compass.

Monday Apr. 8th.

Lat. 51.46
Long. 164.14
A strong breeze from the N. until 8.30 A.M then hauled to the W. with very strong squalls. Carrying reefed topsails and lower staysails until 9 A.M. then wore ship and set the foresail and main topmast staysail. Steering by the wind heading from N. to N.N.W. Set my man out of irons and go forward

Tuesday Apr. 9th

Lat. 53.48
Long. 165.55.
A strong breeze from the W, which died away at 12 m. and in the middle of the day to a calm. At 1 P. M. a moderate breeze sprung up from the N.E. Commenced to steam at 8 a. m. and carrying sail according to the weather. Sighted the Island of Unalaska at 10 a. m. and at 5 P. M. the Analga Pass was about 10 miles off.
Scraped the mast run fish leads.

Wednesday Apr. 10th

Arrived in Unalaska and anchored at 11 P. M. Calm the first part and ended up with a strong N.E. gale with snow. Found the Stmrs. Orca, Beluga, Thrasher and Dora at anchor. Put the boats over and cleaned up the Rubber room. Mr. Lyons joined us coming from the Beluga.

Thursday Apr. 11th.

Lying at anchor in the inner harbor.
A strong breeze from the N.W. with very heavy squall, Snowing about half of the day
Sent down fore topgallant sail and yard.
Filled the coal bunkers
Two boats went codfishing but did not get any
The Steamer St Paul arrived at 3.30 P.M.

Friday Apr. 12th.

At anchor.
A strong breeze from the N.W. but had a long inward the latter part.
Got about 300 barrels of water. Pumping it aboard
Gave the Beluga 20 tierces of meat.
Put up the cutting stages.
Stowed down the trils.
Cleared up the fore hold.
The Inca sailed for the ice.

Saturday Apr. 13th
At Anchor.
Light and variable westerly winds with some rain
Put up the crow nest
Put out the cutting stage
The Beluga and schr Rozario sailed for the ice.
A schr arrived but did not ascertain her name.
Three boats got 80 codfish

Sunday Apr. 14th

At anchor.
Light and variable winds but mostly from the N.E.
The Pearl was the name of the schr. that arrived yesterday.
The brig Hidalgo sailed for the ice. The Rosario came back but sailed again.

Monday Apr. 15th

At anchor.
Light puffs of wind from the N to E.
Very cold during the night freezing over the bay.
Broke and went adrift sails and cut off new cutting falls.
Three boats got 267 cod fish.

Tuesday Apr. 16th

At anchor.
Light breeze from the E. at noon blowing cold fine.
Salting Codfish &c.
3 boats got 174 cod fish.
Landed off 2 bbls of meat for 2 days of Salmon.
Discharged a man on account of sickness, Sent him to San Francisco on the Stmr. St. Paul.

Wednesday Apr. 17th

At Anchor until 2 P.M.
then got under way and
started for the ice.
Steaming. After leaving
the Heads steered N.W.½W.
Set the square sails at 3 P.M.
but hauled them again
at 4.30 P.M.
3 boats got 75 codfish,
1 boat got 2 tub of clam
and 5 bush. of Mussels.
Salted 7 barrels of fish.
Sighted a schooner steering
for the Bay, Supposed
to be the Matthew.

Thursday Apr. 18th.

No observation
Run by log 162 miles
Steering N.W. by W½W.
Steaming until 7 a.m.
Set the square sails at
8 P.M. and staysails at
7 a.m. Started in with
a light breeze from
the E. but during the
night varying to the N.E.
and increased to a
moderate breeze with
snow and rain.
Rigging the boats.

Friday Apr. 19th

Lat. 57, 34 N.
Long. 173, 23 W.
A moderate breeze from the N.E the first part which increased to a strong breeze the latter part Carrying square sails and staysails, Steering N.W.by W. ½ W until 7 a m then N.W. for the rest of the day. Sighted the island of St. Paul bearing E.N.E. Distant about 50 miles Came up to small ice in long strips at 8 P.M. Saw 8 Devil Fish

Saturday Apr. 20th

Lat. 58, 36 N
Long. 175, 22 W.
Started in with a moderate breze from the N.E. but hauled to the N. at 4 a.m. and at 11 a.m. to the N.W. Carrying all sail until dark then forged ahead under short sail Made sail at daylight and finished everything at 11 a.m. Commenced steaming at 7 a.m. Steering from W. N. W to N.W. Working through patches of ice all day. Bore off [illegible] for [illegible] the [illegible] boats.

Sunday Apr. 21st

No observation
a moderate but variable northerly wind all day. Steaming with fore and aft sails out until 7 P.M. then set reefed topsails and furled either staysails. Commenced steaming again at 7 a. m. furled topsails and set staysails. Saw a sail heading into the N.E. Steering from W. to N. W as the ice allowed us. Saw a few finbacks and devil fish

Monday Apr. 22nd

Lat. 59.22 N.
Long. 180.00 W.
A moderate breeze from the N. the first part which increased to a very strong one the latter part. Working up along the ice tack and tack. worked through some quite heavy strips. Steering by the wind heading about W. N. W on one tack and E. N. E. on the other. Carrying sail according to the weather. Steaming until 8 a. m.

Tuesday Apr. 23d.

No observation.
A strong Northerly wind until latter part they hauled to the N.N.E. with snow squalls. Working through strips of ice under sail the first part latter part steaming with staysails out. Commenced steaming at 6.30 a.m. Tack and tack under sail and steering about N.N.W by compass while steaming Broke out Kerosene and molasses.

Wednesday Apr. 24th

No observation.
A string breeze from the N. which hauled to the N.E. the latter part. Snow squall. Stopped steaming at 8 P.M. Commenced again at 4.30 a.m and stopped again at 12.30 P.M. Fast in the ice. Laid to under staysails during the night. Carrying staysails and steering from N.W. to N.N.E. Passed the Belveder fast in the ice. Five sailing vessels in sight. Cape Navarin in sight, bearing N. by compass distant about 50 miles.
Filled coal bunkers.

Thursday Apr. 25th

No observation
Light variable winds
Steamed from 7 until 9 a.m.
Fast the rest of the time
in the ice.
Jammed the Bark Wan
derer, Capt Corrigan,
2 Stmrs and 8 sailing
vessels in sight
A school of Grampuses
around,

Friday Apr 26th

Lat. 61 34 N.
Long. 177 19 E
Cape Navarin distant 64 mile
bearing N.E.½E. true.
Light and variable easter
ly winds.
Fast in the ice.
Three stmrs came in sight.
Broke out the sun and
restowed it.
Sent the spanker gaff
aloft.

Saturday Apr. 27th

No observation
Fast in the ice
A moderate breeze from
the N.E. but increased to
a moderate gale the latter
part.
Reefed the spanker

Sunday Apr. 28th

No observation
Fast in the ice.
A moderate gale from
the N.E. with snow.

Monday Apr. 29th
No observation
Gradual moderating of yes
terdays gale the first.
Latter part, wind hauled
to the E.N.E and cleared up.
Commenced steaming at 10.45 A.M
and stopped at 5.30 P.M.
Carrying staysails, Making
about an E.N.E. course.
Worked through some very
heavy ice.

Tuesday Apr. 30th
No observation.
A very strong wind from
the N.E. Fast in the ice
until 12.30 A.M then
worked for an hour. Commen
ced again at 4 A.M and
stoped at 10 A.M.
Worked to the Eastward
mostly in strips of water
Heavy ice around.
Gammed the J. H. Freeman
and gave him mail.
Killed 3 Seals.

Wednesday May 1st

Lat, 61,12 N.
Long. 174,36 E.
A strong breeze from the N.E. which hauled to the N.N.E. the latter part.
Steaming from 4,15 P.M. until 7,45 P.M. and from 3,45 A.M. till the rest of the day. Steering about S.S.E. until 8 A.M. then from E. to N.E. by compass as the ice allowed us.
Carrying staysails most of the time and square sails for 2 hours.
Saw 4 stm's and 5 sailing vessels.

Thursday May 2d

No observation.
A strong breeze from the N.N.E. which increased to a moderate gale with snow the latter part.
Tuffed to under staysails fore and mizzentopmast.
Spoke the Stm's. Balena and Narwhal.
Filled the coal bunkers
Filled the water butts.
Saw a schools of Killers

Friday May 3rd

No observation
A very strong breeze from the N. N. E. with snow squalls. Laying in scattering ice under 3 lower staysails and Steamed from 7,45 till 8,45 P. M. from 9 till 10 A. M. and from 1,35 till 5 P. M.
Steering about E. N. E. while steaming.
Filled the 3 midship tanks with salt water.

Saturday May 4th

No observation.
A strong breeze from the N. N. E. First part a thick snowstorm latter part clear. Laying in heavy ice until 7,30 P. M. then steamed into the N. N. W. until 1,30 P. M. then luffed to and laid under bare poles. Rammed the J. H. Freeman.
7 sailing vessels in sight.

Sunday ~~Afr.~~ May 5th

Lat. 60.16 N
Long. 177.05 E.
A strong breeze from the N. N. E. Laying under bare poles until 3 A. M. then set topsails and lower stay sails, working to the East ward through strips of ice. At 8 A. M took in topsails and commenced steaming. Steering by the wind.
16 vessels in sight.

Monday May 6th

Lat. 60.30 N.
Long. 170.09 E.
A strong breeze from the N.N.E. which hauled to the N.N.W. the latter part and died away.
Stopped steaming at 2.30 P.M. and laid in ice until ~~8 A.~~ m. then steamed until 3.30 P.M. working back and tack under staysails.
Steering from N.N.W. to S.E. by E. as the ice allowed us. Spoke the Stmrs. Wm Lewis and Belvedere.

Tuesday May 7th

Lat. 61.00 N.
Long 178.25 E.
Light and variable winds. Laying under bare poles until 8 P.M. then set lower sails and lower staysails.
Raised a whale just before dark, Lowered two boats but did not see him again.
Cut the jib smaller and sent it out again. Put a signal hole up on the fore top gallant mast.
Thermometer 18 Degrees F.

Saw a Whale

Wednesday May 8th

Lat. 60.57 N.
Long. 177.56 E.
Light breeze from the S.W. the first part, latter part a moderate breeze from the E.N.E. Made all sail at 8 a.m. and worked to the S.E. for 2 hours and then stood back again and laid under reefed topsails. Steamed an hour and a half. 3 Sailing vessels in sight. Examined the [illegible] Filled the water tanks.

Thursday May 9th

Lat. 61.29 N.
Long. 178.48 E.
Light breezes from E.N.E. to N.N.E. Steaming from 4.15 a.m. to 12.15 P.M. then tied up to the ice. Working through open leads and young ice. Steering about N.N.E by compass. Cape Navarin 46 miles distant bearing N. ½ W. true. Saw 3 bowheads. Making brooms and picking oakum.

Arr. P.S.

Friday May 10th

Lat. 61.30 N.
Long. 178.40 E.
A light breeze from the N.N.E.
Fast to the ice in company
with the Wm Lewis, Belvedere
and the J. H. Freeman about
a mile off. Frozen in dur-
ing the night, thermometer
being down to 11° F.

Saturday May 11th

Lat. 61.31 N.
Long. 178.48 E.
Light breeze from the
N.W. the first part, which
hauled to the N.N.E. the
latter part and increased
to a strong breeze.
Steamed from 7 till 11 P. M.
from 7.30 to 11 A. M. and from
4 to 5. P. M. Working through
open leads of water and
young ice. Saw one bowhead
in the ice.
Broke out meat.

Sunday May 12th

No observation.
A strong breeze from the N.
Fast to the ice until
7.30 A. M then steamed
till 2.45 P. M. Carrying
lower staysails
Steering from N. N. E.
to E. N. E. by compass.

Monday May 13th

Lat. 41.28 N
Long. 177 [illegible] E
A light breeze from the N. N.E. the first part which hauled to the N.W. the latter part.
Fast to the ice until 12.30 P.M. then commenced steaming working through open leads and patches of ice, steering about E.N.E. by compass.
Made all sail about [illegible]

Tuesday May 14th

No observation
A light N.N.E. breeze.
Steaming until 10.30 P.M.
Steering about N.E.
by compass.
Tied up to the ice.
Went out of sight of the land, and left the Freeman stuck in the ice.

Wednesday May 15th

No observation.
A light N.E. wind with a thick fog the first part latter part clear with light and baffling winds.
Steamed from 7.30 A.M. till 2.45 P.M. then tied up to the ice again.
Steering from N.N.W. to E.N.E.
Filled the coal bunkers.
Killed a seal.

Thursday May 16th

No observation
First part a light breeze
from the S.S.W. latter
part a strong breeze
from the S.E. with snow.
Steamed from 6 to 10 P.M.
steering from W.S.W. to N.W.
and from 7.15 to 10 a.m.
steering from N. to N.E.
and carrying topsails
top gallantsail and jib.
Killed 2. hogs and
washed decks.

Friday May 17th

Lat. 62 34 N.
Long. by bearings
Cape Thaddeus bearing
N.W.¼ W. Dist. 15 miles.
First part foggy with
a light S. wind latter
part light and varying
winds from S. to W.
Steamed from 5 till 10 a.m.
steering about N.W. then
tied up to the

Saturday May 18th

No observation
a moderate breeze from
the S. until 10 P.M. then
hauled to the E. and increas
ed to a strong breeze with
snow latter part cleared
up and hauled to the N.N.W.
Steamed from 12.30 P.M. work
ing through leads of water
and strips of heavy ice.
Carrying stayrails and
making about a N.E. by N.
course.

Sunday May 19th

Lat. 63.11 N.
Long. 178.25 W.
A moderate breeze from the N.N.W. the first part. Latter part light airs from the N.E.
Foggy from 4.30 to 11.45 A.M.
Stopped steaming at 7.30 P.M. but started again at 12.45 P.M. working to the Eastward through heavy ice and small leads of water.
Saw the land bearing S. by E.

Monday May 20th

Lat. 63.15 N.
Long. 173.08 W
Light airs from the N.E
Stopped steaming at 7.15 P.M. and tied up to the ice.
Raised whales at 5.30 A.M.
Lowered all the boats but did not get any as the wind was very light and the whales were going quick to the N.E.
Cruised the rest of the day.

Tuesday. May 21st.

Lat. 63 20 N.
Long. 177.33 W.
A moderate breeze from N.W. Tied up to the ice until 8 a.m. then made sail and worked to the N.E. and got into open water at 6 P.M. Towed the Wm Lewis out of the ice as she had her boile blown down. Steamed for about an hour.
Broke out sail.

Wednesday May 22d.
No observation.
A strong N.W. wind the first half with fog and hailed away and hauled to the contrary the latter part.
Carrying all sail and steering S.E. by compass.
Sighted the land at 8 a.m. and anchored at East Head Plover Bay at 6 P.M. Passed occasional patches of ice and saw 2 ships to the S.E.
Natives on board.

Thursday May 23d

At anchor off Flower Bay. Calms and light airs from N. to S. all day. Lowered for a whale past three o'clock but did not get him. Started again at 4½ p.m. and cruised nearly all night. Saw about 30 whales that going very quick for the N. Came near striking quite a number of times but lack of wind saved them. The Capt Lewis and 5 native boats were down with us. Stabbed 2 native Toby and Sam Brown.

Friday May 24th

At anchor at Flower Bay. Light and variable winds.

Saw 3 whales going quick to the N.E.

Lowered all hands but did not get any.

Went gunning towards night. got nine ducks. Broke out water and filling the cask towards.

Saturday May 25th

Left Plover Bay at 7 P. M. and steamed to Macon Bay anchored at 10.30 P. M. At 11.30 A. M. started for Indian Point and anchored at 4.30 P. M.
Shot the female Albatross weighed after a hard 1000 lbs. of whale bone at Macon B. Patches of ice scattered around.
Big lt. breeze and variable. Filled 2 tanks with salt water.

Sunday May 26th

Lying at Indian Point until 11.30 A. M. then made sail and stood off shore and then back again and anchored.
First part calm
Latter part, moderate breeze from the N. W.
also fog.
Went gunning, got 18 ducks.

Monday May 27th

Lying at Indian Point.
Light and variable airs with a thick fog.
Shifted around to the South side of the Point at 5.30 P. M.
Reading with the Natives and gunning the
Wm. Lewis

Tuesday May 28th

Lying at Indian Point. First part light and variable winds with a heavy fog, latter part a strong breeze from the S.S.W. Moved round the Point at 8 a.m. Saw the S.S. La Nymphe. Third mate and myself shot 34 ducks.

Wednesday May 29th

Lying at Indian Point until 8 a.m. then made all sail and worked to the N. with a strong breeze from the S.S.W. Latter part the wind died away and commenced steaming at 4.15 P.M. Steering N. by compass.

Thursday May 30th

Arrived at South Head St. Lawrence Bay at 11.40 P.M. A moderate breeze from the W.S.W. Stopped steaming at 12 m. Natives on board. Saw 2 Steamers to the N. Bought a skin canoe for a dingy.

Friday May 31st

Left South Head at 3 P.M. and tied up to the ice at North Head at 5 P.M. Light and variable winds the first half latter part a moderate breeze from the S.S.E. Left North Head at 7 A.M. under steam and sail and shaped a course for Kings Island S.E. by E. ½ E. by compass. Stopped steaming at 7.30 a.m. Came in for [illegible] of 3 [illegible] Riggers hands [illegible]

Saturday June 1st.

Cruising about in the middle of the Sound. A light breeze from the S.S.E. which hauled to the N. the latter part and increased to [illegible] [illegible] day.

Sunday June 2d

A strong breeze from the N. with a heavy fog for the first part. Latter part light and variable winds and clear. Off North Head about 12 m. started to [illegible] again under sail.

Monday June 3d

Sail[illegible] the West Coast and arrived at Indian Point at 11.30 a.m. Calms and light airs from the Westward. Steamed from 6.45 to 11.30 a.m.
Saw 3 sailing vessels.

Tuesday June 4th

Lying at Indian Point. Light and variable winds the first part. Latter part a moderate gale from the S.W. with a heavy fog.

Wednesday June 5th

Lying at Indian Point. Gradual lying away of yesterdays gale the first part. Latter part light S. and S.W. winds with rain and fog. Gamming with the Bark Wm Bayliss and Schr La Nymphe 3d & 5th Mates shot 58 ducks

Thursday June 6th

Lying at Indian Point. A light wind from the S.W. Foggy until 3 P.M. then cleared up & vessels in sight. Gamming the Schr La Nymphe.
Scraped the foremast and filled the water tank

Friday June 7th

Laying at Indian Point until 11 P.M. then got under weigh and shot through the Island along to the S. W. steering for the Gulf. Got out through some heavy ice. Steaming from 11 P.M. until 6.30 P.M. Carrying Staysails, Winds, light and variable. Crossed the Straits and spoke the Wanderer

Saturday June 8th

Went as far as Cape Behring and returned immediately after speaking the Bark Eliza. Saw nothing. Steamed about 2 hours in strong N.N.W. wind which changed to N.E. the latter part. Crossed the Narwhal

Sunday June 9th

Cruising off Plover Bay. Under sail and anchored off East Head at 3.30 P.M. A strong breeze from the N.E. with rain and fog. Crossing with the Bounding Billow and La Nymphe also spoke the Hunter and Wanderer.

Monday June 10th

Lying at Plover Bay.
A strong N.E. wind with
fog outside. Steamed about
4 hours going in shore
to look for water
11 Ships at anchor here.
Killed 3 pigs.
Natives on board.

Tuesday June 11th

Lying at Plover Bay.
A moderate N.E. gale
which died away toward
the latter part
13 vessels in sight.

Wednesday June 12th

Lying at Plover Bay
until 7 a. m. then started
for St. Lawrence Island
and anchored at 6 P.M.
Steamed about 5 hours
Carrying all sail.
Natives on board.

Thursday June 13th

Laid at St. Lawrence Is
land about 2 hours then
got under way and
worked to the N Com
mence steaming at 6.45
A. m. and started for
North Head. St. L. Bay.
A strong breeze from
the N.N.E. which hauled
to the N. the latter
part. Saw a number
of Bowhead.

Friday June 14th

Passed [illegible] South Head at 5,45 a.m and anchored. Stopped steaming at at 5,40 a.m.
Started in with a moderate breeze from the S and increased to a gale but moderated the latter part. Rain.
Broke out [illegible]
Gamming with the Narwhal

Saturday June 15th

Lying at South Head until 9 a.m. then steamed up to North Head and laid for the rest of the day. Light and variable winds the first part & the last a strong breeze from the N.E. with rain and fog.
Steamed about 5 hours during the day.
Gamming the Narwhal

Sunday June 16th

Lying under North Head. A moderate gale from the N. Gamming with the Narwhal and Belvedere. 6 S.M. in sight off shore.
Natives on board

Monday June 17th

Laying under Foot Head until 3 a.m. then steamed up to Pantin and anchored at 11 a.m. Pumping out sulphurets and refitting until 5 sailing vessels in sight to the South and each 3 miles under East Cape

Tuesday June 18th

Lying at Pantin until 1 p.m. then steamed up to East Cape and anchored at 4.30 a.m. A strong breeze from the N.W. with fog and snow squalls.
Jamming with the Thrasher and Belugas.
Got 750 bars of water in 10 hours.

Wednesday June 19th

At anchor under East Cape.
A strong N.W. wind.
Raised a whale at 8 a.m.
Lowered 4 boats but did not see him again.
Jamming the Lena
7 Stmrs and 5 sailing vessels in sight.

Wednesday June 20th

Lying under Fort Crozier until 9.30 A.M. then got under way and steamed to the Diomedes and anchored at 3.30 P.M.
A moderate breeze from the S.W. the first part with snow squalls. The latter part light airs from the S. and S.E. with fog. Breaking through ice. The latter part.

Friday June 21st

Lying at the Diomedes. Lots of ice around and a strong current running into the Arctic.
A moderate breeze from the S.E. with fog the first part which freshed to the S.W. the latter part.
Broke [illegible]

Saturday June 22d

Lying under the Diomedes. Drifted over to the small one at 1 P.M.
Light airs and variable winds with fog.
Trading with the Natives

Sunday June 23d

At Anchor under the small Diomede.
Light and variable winds with fog.
Went ashore and found some crowbills eggs.
Trading with the Natives.

Monday June 24th

Calm until the latter part then a light breeze sprung up from the S.W.
Laying under the small Diomede until 7 a. m. then started for Kings Island under steam
Passed through a large school of Devil fish.

Tuesday June 25th

At anchor under Kings Island from 6.30 P.M. until 8.15 a. m. then started out into the Straits and at 5.30 P.M. started for Port Clarence
A moderate breeze from the N. which hauled to the S.W. the latter part.

Wednesday June 26th

Arrived at Port Clarence at 3,30 A.M and anchored off the sandspit. A moderate S.E. wind and thick hazy and fog. Blew down the boiler and filled the coal bunkers. Rebent the topsails and rent up a new foresail.

Thursday June 27th

Lying in Port Clarence.

Light winds from S.E. to S.W. with fog and rain. Washed decks

Friday June 28th

At Anchor
Light S.W. wind the first part latter part a strong breeze from the S.S.E. with a heavy fog. The Narwhal left for East Cape.

Saturday June 29th

At anchor.
Strong breeze from the [illegible]
Fog the first part.
The Dora [illegible]

Sunday June 30th

At Anchor.
A moderate gale from the
S.E. with fog and rain

Monday July 1st

At Anchor.
A strong S.E. wind
with fog and rain.
Broke out the fore hold.
The Sch. [illegible] Thomas
[illegible]

Tuesday July 2nd

At Anchor.
A strong S.E. wind
with fog and rain.
4 vessels arrived.

Wednesday July 3rd

At Anchor.
A moderate gale from the
S.E. with fog and rain.
The Brig Hidalgo arrived.

Thursday, July 4th

At anchor.
A strong S.E. wind
with fog and rain.
The Barque [illegible]
Sch. [illegible] arrived.
Turned the [illegible]

Friday July 5th

at anchor.
a strong S.E. mixed with
fog and rain, left client
owing to a calm the
other part.
The Eliza arrived.

Saturday July 6th

at anchor.
Light and variable wind
Fog and rain at intervals.
The Steam Thrasher J. H.
Freeman and Revenue
Cutter, Bear arrived.

Sunday July 7th

At Anchor.
Calm and light airs
from the N and E
with a few rain squalls.

Monday July 8th

at anchor
Light and variable
airs the First part
latter part a moderate
breeze from the S.E.
The Bark Northern Light,
and Schr Norway arrived
The Bark Eliza and Brig
Hidalgo left for the N.
Filled the water ba[illegible]

Tuesday July 9th

At Anchor.
Calms and light airs and variable.
The Bear, Sea Breeze and Mary H. Thomas left for the North.

Wednesday July 10th
At Anchor.
Light and variable winds.
Fog from 7 P. M. till 5 A. M.
Steamed across the Bay and then towed the Ida Lena in shore as her boiler was blown down.
Steamed from 7 till 9.30 A. M.

Thursday July 11th

At anchor.
First part a moderate breeze from the N. E. at 10 P. M. took the anchor and sailed across the Bay. Latter part calms and light airs and from 2 until 4 a thunder storm.
The Banks Mare and John and Winthrop also U. S. S. Thetis arrived.

Friday July 12th

At Anchor
Light and variable winds
Fog from 9 P. M. till 4 A. M.

Saturday July 13th

at Anchor until 1.30 P.M. when towed the Resolute out, and continued on to Kings Island to look for the Tender; anchoring at 8.45 P.M. Calms and light airs fog from 8 till 11 A.M.

Sunday July 14th

Lying at Kings Island until 8.15 A.M. when started for the Lizards under steam, and anchored under the lee of Kuser-ateru at 6 P.M. Light South erly winds the first part, but died away to a calm

Monday July 15th

Lying at the Lizards until 5.30 A.M. when started for Port Clarence and arrived at 7.45 P.M. Light Southerly winds with fog and rain.

Tuesday July 16th

at Anchor
Light and variable winds. Rain from 8 P.M. to 2 A.M. The Bark Northern Light sailed.

Wednesday July 17th

At Anchor.
Calms and light and
variable winds.
Sent a boat to help
haul the Bark from
and Wharf.
The Bark Kenil [illegible]

Thursday July 18th

At Anchor.
Calms and light airs
The Bark Mane and
Stmr. J. H. Freeman and
Thetis sailed.

Friday July 19th

At Anchor.
Light and variable winds
The ship America and
Stmr. J. H. Freeman arrived
Repaired my boat

Saturday July 20th

At Anchor.
A light S. W. wind.
The Schr. Alton sailed.
Took boxes from the Anne [illegible]
Killed 4 beeves.

Sunday July 21st
At Anchor.
A light breze from the N. W.

Monday July 22d

At Anchor until 6 A.M. then steamed along side of the America and commenced taking coal.
First Part light N.W. wind
Latter " " N.E. "
The Bark John and Winthrop sailed For S.F.

Tuesday July 23d

First part a moderate breeze from the N. Latter part a light breeze from the S.E.
Finished taking coal and stores and hauled away at 5.45 P.M.
130 tons coal
30 boxes potatoes
20 sacks onions and
Point Barrow steer.
The J. H. Freeman sailed.

Wednesday July 24th

At anchor.
Light winds from the W. and N.W.
Putting ballast on board the America and sweeping for the scow that sunk.

Thursday July 25th

at anchor until 5.45 P.M. then started for the Arctic in company with the Narwhal. Moderate breeze from the N. latter part foggy. Cutting ballast above the Amherst the first part.

Friday July 26th

First part light airs from the S.W. latter part a moderate breeze from the S. Fog from 9.30 P.M. Steaming; steering W. 3/4 S until 1 A.M. N.W. till 2 then N. by W. Made sail at 12.20 A.M.

Saturday July 27th

First part a moderate breeze from the S. latter part light and variable airs. Fog the first part. Steaming and carrying sail as the winds allowed. Passed 9 sailing vessels.

Sunday July 28th

Calms and light airs first part latter part moderate N.E. breeze. Passed through patches of ice. Passed Blossom Shoals at 4 A.M. and Sea Horse Islands at 4 P.M. Spoke the Bark Alexandrina with Stock Stock sail.

Monday July 29th

A moderate N.E. wind which hauled to the S.E. the latter part. Arrived at Cape Smyth at 1.20 a.m. And anchored off the station. Landed 10 tons of coal and small stuff. Sent 2 boats to help the Cutter Bear land stuff for the Gov. Station. Filled the coal bunkers. Run a shore off Hiawatha Inlet but backed off again after lowering the boats.

Tuesday July 30th

At anchor off Cape Smyth. Light and variable winds also a few rain squalls. Sent 2 boats to help the Cutter Bear. Landed 2 tierces each of Beef and Pork at the Station.

Wednesday July 31st

At anchor at Cape Smyth until 6.30 a.m. then started for the "Eastward" under steam and stay sails. Anchored again at 7 P.M. Calms and light airs first part. Moderate breze from the N. and N.E. with a heavy fog the latter part. Pushing through scattering ice, in from 7 to 10 fathoms of water.

Thursday Aug 1st

At anchor off Point Tangent until 10.30 a.m. then started to the East ward under steam and stay sails. First part a moderate N.E. wind with a heavy fog. Latter part light and variable air.

Friday Aug 2d

Light winds from the S. and S.W. with a few rainsqualls.
Steaming along the coast to the Eastward in from 6 to 9 fathoms of water Anchored off the east side of Harrison Bay at 8.30 a.m. Saw a lot of ice scattered around.
Joe Inskfeild arrived from the Mackenzie River, bound for Point Barrow.

Saturday Aug 3d

Light and variable winds Latter part a very heavy fog. Laying at Anchor until 12 m. then started to the Eastward under steam. Worked through some heavy ice.
Joe left us off the Point, 7 Stmrs bound [illegible]

Sunday Aug 4th

Working to the Eastward under steam until 2.30 a.m. then tied up to the ice. Came through some heavy ice, also steamed from 11 to 12 m.
Light breezes from the N.W. and N.E. with a heavy fog.
Franklins Return Reef about a mile distant

Monday Aug 5th

Light breeze from the N. and N.W. with fog, we cut part of the bay
Sail up to the [illegible] off Return Reef

Tuesday Aug 6th

Tied up to the ice, but had the most once steaming from 4.45 to 6 P.M.
Light wind from the N. with fog squalls.

Wednesday Aug 7th

Light winds from the N. and N.E. with fog squalls.
Tied up to the ice till 5 a.m. then steamed to the westward till 7.30 a.m. and tied up again.

Thursday Aug 9th

Light and variable winds and misty fog until 5 a.m. Tried up to the ice until 6.30 a.m. then steered to the northward and westward coasting at 8 a.m.
Went on shooting and shot my first deer and fox

Friday Aug 9th

At Anchor until 6.45 a.m. then started to the East ward under steam. Passed inside of Return Reef sounding from 2 3/4 to 5 fathoms of water and passed out through Lyons Reef at 2 P.M. Light winds from the N.E. and E.

Saturday Aug 10th

Light winds from N.N.E to E.N.E.
Anchored off the East End of Crowden Bay at 12 m and laid until 6.30 P.M.
Passed Baxter Island at 10 A.M. Manning Point at 12 m. and was off Beaufort Bay at 6 P.M.
Some very large cakes of ice around but plenty of water.
Saw the first star of the season.
Filled the coal bunkers
Steaming.

Sunday Aug 11th

Light and variable winds the first part, latter part a moderate breeze from the W. Steaming, passed Long Reef at 10 P.M. and anchored off the east side of Herschell Island at 4.30 a.m. in 5 fathoms of water. Had to wait for the tide to float us out, on account of the strong current. 7 Stars seen the U-N-I, Ursa, Draco-Lyra and C. D.

Monday Aug 12th

A moderate breeze from the N.E. the latter part. At anchor off Herschell Island, till 3.30 a.m. then steamed along the coast to the Eastward and anchored off the West mouth of the Mackenzie River at about 3 P.M. then shifted back to Shingle Point and anchored carrying 6 and 7 fathoms of water about 1½ miles from the shore. Natives came on board, also sent a boat ashore.

A light current running along the coast to the Westward. The stmr. J. H. Freeman discovered a shoal with 3¾ fathoms about 15 miles off shore bearing ~~about~~ N. by W. true from Shingle Point

Tuesday Aug 13th

Fast fog light and rain
the winds Latter part a
moderate breeze, steamed
at anchor until 7 A.M. then
started for the eastward on
the steamer and came
Passed Hirtle Island at
3 P.M. and anchored about
15 miles west of it at 6 P.M.
in a strong current running
to the eastward.

Wednesday Aug 14th

Calms and light airs
Latter part haze and rain.
Left anchor off Shelburne River
at 12,40 a.m. then steamed
to the eastward and tied
up to the ice off Westport
Point at 5.15 P.M.
Stopped for 2 hours to
repair machinery.
Filled the bunkers.

Thursday Aug 15th

A moderate breeze from the
W. S. W.
Tied up to the ice till
3.30 P.M. then steamed to
Manning Point and an
chored at 5 P.M.

Sunday Aug 16th

First part calm, latter part a moderate breeze from the N.E. with fog.
At anchor off Manning Point.

Saturday Aug 17th

At anchor off Manning Point till 4 A.M. then steamed to Camden Bay and tied up to the ice, about 10 A.M.
Light and variable winds.

Sunday Aug 18th

First part calm and light N.E. airs, latter part a moderate S.W. breeze.
At anchor until 3 A.M. then steamed to the Westward, passed through Pygmy Reef at 6 P.M.

Sailing Directions
Coming from the Eastward holding from 4 to 5 fathoms steer S.W. by compass till the sandspit bears astern, then swing to the S. until you lead mid. ch. Then two hills on the mainland, or S.S.W. going about 1½ or 2 miles then swing to W. or W. by S. and you hold 3 fathoms to 3¼, 3½ and 4.
A pole on the Sand island for a mark.
W. or W. ½ S. will carry you clear of the [illegible]

Monday Aug 19th

A strong breeze from the N. E. moderated during the latter part. Rain and snow. Anchored at 9 P. M. and laid until 10 A. M. then steamed up to Retina Reef and anchored at 2 P. M.

Tuesday Aug 20th

A moderate breeze from the N. N. W. with snow. At 11 A. M. cleared up. At anchor till 11.30 A. M. then turned off shore and tied up to the ice at 1.45 P. M.

Wednesday Aug 21st

Light and variable winds the first part, latter part a moderate breeze from the N. N. E. with a fog. Tied up to the ice till 8 A. M. then [illegible] Westward and tied up again at 12.30 P. M. Broke the [illegible] off.

Thursday Aug. 22d

A strong N. N. E. wind with fog till latter part then died away to a calm. Tied up to the ice [illegible] 2.30 A. M. then steamed up shore and anchored at 3.30 A. M.

Friday May 23rd

Light and variable winds
Foggy till 11 a. m.
At anchor till 2.30 a. m.
then steamed to the
island till 4 a. m. then
tied up to the ice and
laid until 11 a. m. then
steamed again, thro' heavy
drifting ice.
Saw a bear.

Saturday May 24th

Light S.E. wind. All first
part which increased to
a strong breeze the latter
part, with fog squalls,
steaming to the island
till 2 a. m. then turned
back on account of
heavy ice and tied up
at 6.30 a. m off Pond
Inlet.

Sunday May 25th

Moderate S.E. wind.
Gales part day.
Started off Pond Inlet
at 6.30 P. M. under steam
and arrived at 12.30 a. m.
anchoring on the South side.

Monday Aug. 26th

At anchor off the "Island"
a strong wind from the
N.E. with fog and rain.
Mr. George Lawrence came
aboard from the watering
station, going to Sam
Francisco with us.

Tuesday Aug. 27th

At Anchor.
a strong breeze from the
N.E. with fog and rain.
Take 10 tons of coal from
the Str. Bulbena.
Cleaned out the water
Butts and refilled them.

Wednesday Aug. 28th

At Anchor.
a strong N.E. wind with
some rain.

Thursday Aug 29th

At Anchor.
a strong breeze with
some rain.

Friday Aug. 31st

At Anchor
A strong breeze from N.
N.E. with snow squalls.
The R. S. S. Thetis left
for the South.

Saturday Aug. 31st

At Anchor
A strong breeze from the
N.E. the first part which
hauled to the N. the
latter part. A very
strong current running
to the S. W.
Killed 4 hogs.

Sunday Sept. 1st

At Anchor
A very strong breeze
varying from N. to N.E.
with snow squalls.

Monday Sept. 2d

A strong N.E. wind but moder
ated the latter part, accom
panied by a heavy snowstorm.
At Anchor till 4 a.m. then
steamed to the Eastward and
tied up to the ice at 10. a.m.
Laid till 2 P.M. then steam
ed back to the "Point" and
arrived at 5 P.M.
Pumped 150 bar. of water
off the ice.
Killed a Polar Bear

Tuesday Sept 3rd

At anchor.
A strong breeze from the N. and N.E. with fog and snow squalls.
Relent the pile.

Wednesday Sept 4th

At anchor till 8 a.m. then steamed off a little and tied up to the ice at 9.30 a.m.
A moderate breeze from the [illegible] with fog squalls

Thursday Sept. 5th

A moderate N.E. wind, Clear.
At Anchor at the "Point" till 5 a.m. then started Eastward under steam and staysails, Tied up to the ice at 8.20 P.M.
Current running very strong W.N.W. in 19 fathoms.

Friday Sept 6th

A moderate breeze varying from N. to N.N.E. with snow and fog squalls.
Tied [illegible] till 7 a.m. then worked back to the "Point" under sail. Steamed about 3 hours. Anchored at 6 P.M.
Saw a large school of white fish

Saturday Sept 7th

At Anchor
in moderate breeze varying from N. to N.E.
with fog squalls
Scraped the grass off the sides.
The Steers. Orca and Thrasher arrived from Halibut Island each with a raft.

Sunday Sept 8th

At Anchor till 7 a.m.
then worked to the East ward under steam.
A light N.E. which changed to [illegible]
[illegible] fast but changed back again the latter part with a fog.
Passed a [illegible] about 3 P.M.

Monday Sept. 9th

Working Eastward under steam. At anchor off Cape Halkett from 7 P.M. till 3.30 a.m.
Light winds varying from N.E. to E.
Foggy most of the day.
Filled the coal bunkers.

Tuesday Sept 10th.

Working to the Eastward under steam.
Tied up to the ice at 8.20 P. M. and laid until 6 A. M. Tied up again at 2.45 P. M.
A moderate N. E. wind Clear. A brilliant North Light during the nights
Killed 2 Polar bears.
Passed Return Reef about 1 P. M.

Wednesday Sept 11th

Light N. E. wind which died away the latter part
Clear first part, rain and fog latter part.
Tied up to the ice till 5 A. M. then steamed to the Eastward and anchored off Flaxmane Island at 2 P. M.
Raised a whale at 9.30 A. M. Lowered all the boats but only saw him twice after lowering as we gallied him with the propeller before lowering.

Thursday Sept 12th

At anchor off Flaxmana Island
First part Calm with fog
Latter part a light breeze from the W.S.W. which hauled to the N with fog and snow
Heard a whale spouting during the night.

Friday Sept. 13th

Light winds varying from N. to N.E.
Fog from 12. to 1.30 P.M.
Tied up to the ice till 4 A.M. then steamed "Eastward" till 8 A.M. then turned back and worked "Westward"
Made all sail but had to furl the square sails about 10 A.M.
Some very heavy floe of ice about Pelican Reef

Saturday Sept. 14th

Light and variable winds, Latter part snowing. Steaming
Steering from S.W. to N.
Passed Cape Halkett at 10 A.M.

Sunday Sept. 13th

A light breeze from the S. which hauled to the E.S.E. the latter part and increased to a strong breeze. Standing till 12. M. then anchored and laid till 5.50 A.M. then steamed to Cape Smyth and anchored at 9 A.M. and laid until 2.30 P.M. then started for the western channel steering S.W. ½ S. under steam and sail, but stopped steaming at 4.45 P.M. Passed the Schr. Nicholine about 6 A.M. bound to the "Eastward".

Lost H. D. Ruffe, have my rifle and cartridges at the Station.

Monday Sept. 14th

A strong breeze from the E.S.E. which hauled to N.E. and N.N.E. the latter part carrying square sails and fore, steering S.W. ½ S. till 6.30 A.M. then W. till 3 P.M. then about W.S.W. the rest of the day. During attack the ice at 12.5 P.M.

Sunday Sept 17th

Cruising under sail, in a moderate breeze varying from N. to N.E. Saw one whale but did not lower as only seen from the mast.

Wednesday Sept. 18th

Cruising among patches of ice, under sail. A strong breeze varying from N. to S.E. Pat Peter Lighty the fireman in the forecastle, and filled his place with George Sandeck.

Thursday Sept. 19th

Lying under the lee of the ice with steam and lower stay sails running the night, steaming with lower stay sails and reefed topsails steering into the N. W. Worked through considerable ice, Latter part snow squalls. Stopped steaming at 6 P. M.

Friday Sept 20th

Cruising along the pack ice, a strong breeze varying from S to N.E. Steaming from 7.30 A.M. till the end of the day.

Saturday Sept 21st

Cruising to the N.E. under sail, Steamed from 11 A.M. till 5.40 P.M. A strong breeze from N. to N.E. unusually. Discovered what we supposed was the pack ice to be a very large patch.

Sunday Sept. 22d

Cruising under sail. At 6 A.M. running off and steered N. till 12.30 P.M. Then tuffed for again. 11 vessels in sight. Passing the Stmr. Dewa A strong breeze from the N.N.E.

Monday Sept. 23rd

Cruising under sail. A strong breeze from the N.E. which gradually died away toward the latter part. Commenced steaming at 12.30 P.M. Spoke the Brook Glizz Filled the Coal trunkes and water butts. Filled 2 tanks with salt water.

Tuesday Sept. 24th

Lat. 22,15 N
Long. 170,17 W.
First part calm
Latter part the light N.E.
wind with some squalls.
Steaming, Steering N.W. &c.
Lost track of 4th & 5th, in.
16 vessels in sight at
5 P.M. Spoke the Baltic
Ocean and Winnebago

Wednesday Sept 25th

Cruising, steaming till
7.30 P.M. and started
again at 9.20 A.M. with
staysails working East
ward along the track.
Light N.E. wind at
first part which in
creased to a strong
breeze with hail and
snowy all the latter part.
Gamming with the Oceanic
during the evening.
23 vessels in sight at
12 m.

Thursday Sept 26th

A moderate N.E. wind
Stopped steaming at 7,40 P.M.
Started again at 10,40 P.M.
stopped at 6 a.m. started
again at 8,30 and stopped
at 11.40 A.M. working up
the race in a N.E. direction
Gamming the Barcelona

Friday Sept 27th

First N. part
Laying abreast running
the night under the
A. of the ice.
Steaming during the day
Passed the Strasher.
Fine ~~[illegible]~~ weather
Not no whales

Saturday Sept 28th

Lat 71,30
Long, 168,15
First part a light N.
wind which hauled
to the N.W. the latter
part, Laying abreast
running the night
Steaming from 7 A.M.
till 5,45 P.M. Steering
about S.E. by compass
Gammed the Beluga.

Sunday Sept 29th

Coming
First part light airs
from the N. latter
part a moderate breeze
from the N.W.
Steamed from 11 A.M.
to 6 P.M. Steering to
the N.E.
Passed lots of Walrus
both on the ice and
in the water.
Spoke vessels in night.

Monday Sept 30th

Cruising
First part a moderate breeze from the N.N.W. which hauled to the N.N.E. latter part.
Steered from 7.30 to 11.45 A.M. Raised 2 whales, lowered all the boats, but whale working to windward very fast and had to give them up.

Tuesday Oct 1st

A moderate N.N.W. wind
Steered from 6.15 till 1 A.M. and about 2 hours during the day.
Raised a whale at daylight, lowered all the boats, Mr. Lyons struck about 9 A.M. Finished cutting at 1.30 P.M. and started for home.
2 Sturs in sight.

Wednesday Oct 2d

Cruising.
Calm, with snow, the first part latter part light & variable wind but finally settled in the S. S. E.
Steamed from 7 to 9 A. M. and from 1 to 3 P. M.
Stopped boiling while steaming, Chased a whale for 7 minutes and darted at him as he was going down as he ran the boat but only pricked him Mr. Frea's boat killed a young whale. P. M. C.

Thursday Oct 3d

A moderate S. E. wind hazing in young ice during the night.
Raised whales at day light and chased them till 2 P. M. Could not reach any one of them as the narwhal struck soon after lowering.
Hard times.
Stopped boiling during the night.

Friday Oct 4th

A moderate S.S.E. wind,
keeping under the lee
of the young ice.
Steamed about 1 hour,
Saw a number of whales
but going very fast
Saw the Stmr. Thrasher
take one.
Boiling during the night.
Thawed about ½ hour

Saturday Oct 5th

A moderate breeze from
the S.S.E. which increas
ed to a strong breeze
the latter part,
keeping under the lee
of the young ice.
Saw 2 whales, lowered
all the boats but did
not see them after
lowering. Saw the Stmr.
Thrasher take one.
9 vessels in sight.
Filled the coal bunkers.
Boiling during the night.

Sunday Oct 6th

A strong wind from the S.
which increased to a mod
erate gale the latter part,
thick and snowing.
Saw 8 whales during the
day, going very quick
Chased for about an hour
but did not see anything
after lowering. Carrying
double reefed storm sails.
Whale acting

Monday Oct 7th

Gradual dying away of yesterday, i.e. latter part a moderate breeze from the S. E. with snow squalls.
Raised whales at 9 A.M and Mr. Harris (5th Mate) struck at 12 30 P.M. boat lost and it struck at at 2.30 P.M. and killed him. Finished cutting at 7.30 P.M. [illegible] of young ice and some scattering heavy ice.

Tuesday Oct. 8th

A strong S. S. E. wind which increased to a moderate gale the latter part. Commenced steaming at 8.15 A.M. Carrying reefed topsails jib and mizzen top mast staysail, working to hold our ground. Rolling during the night. Saw 4 Stmrs and 2 Barks during the day.

Wednesday Oct 8th

Lat 18 N.
Long. 167.02 W
A strong breeze from the N.E. Latter part foggy squalls.
Thermometer averaged 24° F.
Stopped steaming at 8.30 P.M. and commenced again at 7 A.M. and stopped at 5 P.M.
Boiling during the night.
Saw the Stmr. Shasker and Belugas.
Scattering ice around.

Thursday Oct 10th

A very strong N.E. wind with a few snow squalls; Working to the N. tack and tack, Steamed from 7.30 A.M. to 2.30 P.M.
Came up the large strips of young ice and patches of heavy ice at 9 A.M.
Boiling during the night
Examined the Stmr.
Mr Lewis.
Finished boiling at 8 P.M. about 200 bbls

Friday Oct 11th

A strong N.E. wind.
Cruising among the ice.
Large patches of young ice around.
Saw 2 whales during the day, going quick to the S.W.
Did not lower.
Thermometer averaged 18° F.

Saturday Oct. 12th

First part a strong N.E. to end
Latter part hauled to the
E. N. E. with fog and snow,
Laying aback among
the night among the ice;
Standing to the Eastward
under steam and sail
Commenced steaming at 7 A.M.
A. heavy swell from the
N. E

Sunday Oct 13th

Light and variable
winds, but finally set
tled in the N.S.W.
Steering steering E by S
till 7 A.M. then turn
ed and steered N.S.W.
the rest of the day
Came up to young ice
at 6 A.M. and sight
ed Point Gray at 7 A.M.
Furled square sails at
9 P.M. Carrying staysails
at times.

Monday Oct 14th

Calms and light airs vary
ing from S. to S.W. with
fine snow and rain squalls
Steaming and carrying staysails
Steering W S.W. till 8 A.M. then
W. by S. till 12 M. and S.W.
till the rest of the day
Stopped steaming at 5.30 P.M.
Herald S. Isle distant about
20 M.
Filled the coal bunkers
and 2 tanks with water

Tuesday Oct 15th

Light winds from the N. W. N. W. first part, which gradually hauled to the S. E. and increased to a strong breeze, during the latter part. Started for Home at 7.30 a. m. Steaming and carrying all sail steering S. E. a heavy swell rolling from the N. W.

Wednesday Oct. 16th

A strong S. E. wind. Carrying all sail and steaming, steering S. E. Passed Cape Sable distant about 45 miles at 9 A. M. and at 6 P. M. East Cape distant about 10 miles.

Thursday Oct 17th

A strong N. E. wind. Stopped steaming at 1.45 P. M. Passed East Cape at 8.30 P. M and anchored under the lee of Indian Point at 11 A. M. and took in boats. Left at 3 P. M. steering S½E. carrying square sails Discharged the Natives Sawing Moses off with a boat and gear, Towed a boat from [illegible], into the Bank Bounding Billow chase leading for [illegible]

Friday Oct. 18th

A moderate gale from the N. W. [illegible] Eed to [illegible] died away the latter part Running under square sails till 1.30 P.M. then set the main trysail lower stagsails.
Kept on a new course Steering S½ E. till 7 P.M. then S by E. till 8.30 A.M. then E. for the rest of the day. Averaging 8 miles an hour, by logs
Commenced steaming at 3 P.M.

Saturday Oct. 19th

Light E. N. E. wind first part latter part Calm, Steaming till 12 M. and from 7 A.M. till 12 M. Laying along side of St Matthews codfishing catching about 140.
On the West side near Pinnacle Rock.
Steering S. S. E. till 10 P.M. and S. E. by S. till the rest of the day.
Saw one vessel bearing about E.

Sunday Oct 20th

Calms and light airs from the E. till 11 A.M. then a moderate breeze from the N.N.E. came with rain and hauled gradually to the W. the latter part. Steaming till 5.30 P.M. and carrying all sail. Steering S.E. by S. Run 164 miles by log.

Monday Oct 21st.

First part a moderate breeze from the W. which gradually hauled to the N.N.W. and increased to a moderate gale with rain towards the latter part. Steaming from 7 A.M. till 1.30 P.M. Carrying sail according to the weather. Steering S.S.E. Run 160 miles by log. Sent up foretop gallant yard and sail. Sent down mizzenmast cutting falls and guys, unrigged stays and boats.
Saw 2 vessels during the day.

Tuesday Oct 27th

Lat. 57. 38 S.
Long. 172. 0 W.
A strong gale from the S. W. with rain squalls which gradually died away the latter part and hauled to the S. W. Running under bareas and foresail till 8 P. M. then luffed two, heading from S. to S. E. under a mainstay sail till 10 P. M. then shaped a course for the "72" Pass steering S. by E. Saw 3 vessels during the day.

Wednesday Oct 28th

Light and baffling winds the first part but finally settled in the S. W. rain during the night.
Steaming from 6.45 P. M. till 7.30 A. M. steering S. S. E. and from 10 A. M. till 4.30 P. M. S. E. by S. carrying all sail.
Spoke the Bark Northern Light.
Hand distant about 20 miles bearing about S. E.

day Oct. 24th

A strong S. W. wind. Laying under short sail during the night. Commenced steaming at 6.30 A. M. Sighted Seguam Island at 7 and passed it about 5 miles off Steering S. E. by S. and gradually swung off to E. by S. during the day. Stopped steaming at 1 P. M. Rain squalls after

Friday Oct 25th

A strong breeze from the W. with rain squalls. Running under square sails, steering E. ½ S. till 8 A. M. then E. ½ N. the rest of the day.

Saturday Oct 26th.

Lat. 49.58 N.
Long. 161.00 W.
A strong W. wind which gradually died away and veered to the S. W. the latter [illegible] Carrying square sails and steering E. Filled 2 tanks [illegible] salt water. Blew down the boiler.

Sunday Oct 27th

Started in with a light breeze from the S. W. but gradually hauled and finally settled in the N. E. and increased to a very strong gale. Carrying all sail till 2 A. M. then shortened down and hauled to at 3 A. M. under storm staysails and reefed maintopsail. Wore ship at 11 A. M. heading to the Eastward at 1 P. M. took in maintopsail and laid under main and fore staysails. Filled the boiler and got steam.

Saw a full rig

Monday Oct 28th

Lat. 49.80 N.
Long. 159.80

Gradual dying away of yesterday gale the first part, latter part a moderate breeze from the N. N. W. Left off on our course at 6 A. M. steering E. and carrying square sails.

Tuesday Oct 29th

a light breeze from the S. W. till 2 P. M. then hauled to E. S. E. and increased to a moderate gale but hauled suddenly to the S. at 4 P. M. Rain squalls. Steering E. till [illegible] P. M. and carrying all sail. Was hulled to under reefed topsails and lower staysails heading about N. E. Began making sail again when the point [illegible] and [illegible]

Wednesday Oct 30th

Lat. 48.40 N.
Long. 154.50.

First part light and variable winds with rainsqualls. Latter part a moderate breeze from the S. which increased to a gale. Carrying all sail till 7.30 A. M. then began shortening down and finally running with winds on the quarter under reefed topsails and foresail. Steering E. till 4 P. M. then E. N. E.

Thursday Oct 31st

A moderate gale varying from S.S.E. to W.S.W. with rain squalls but moderated toward the latter part.
Running under reefed topsails and foresail.
Steering N.E. by E. till 2 P.M.
E by N. ½ N. till 12 M.
and E ½ N. the rest of the day.
Saw a bark steering about E by N.

Friday Nov 1st

A strong breeze from the S and S.S.E. till 8.30 A.M. then hauled to the E.S.E. and gradually increased. Carrying all sail.
steering E. ½ S. till 5 A.M.
P.M. began to shorten downs. Latter part laying under reefed top sails and lower stay sails heading about N.E.
Lat. 48.0
Long.

Saturday Nov. 2d

A moderate gale from the E.S.E. which gradually moderates after 12, m. and hauled to the S. rain squalls. Snuffed to till 6 a.m. then began moderating and, finally hauled carrying all and steering E by S ½ S. Commenced steaming at 3.10 P.M. [illegible]

Sunday Nov. 3d

Calms and light airs from the S. till 3 a.m. then a light breeze sprung up from the N.N.E. and hauled to the N.W. and increased to a strong breeze. Carrying all sail and steaming till 12.40 P.M. then stopped steaming and took in staysail Steering E by S ½ S. Raining all day.

Monday Nov. 4th

Lat.	45.30 N.
Long.	141.30 W.

Started in with a strong N.W. wind with rain squalls but gradually [illegible] away to a moderate breeze after 12 m. Carrying square sails and steering E by S ½ S. Squalls [illegible]

Tuesday Nov. 5th

Lat. 14.17 N.
Long. 189.05 W
Calms [illegible] and
variable breeze.
Commenced steaming
at 7 P. M. Carrying
sail at times.
Steering E. by S. ½ S.
Washed the Pooh and
doing odd jobs about
the [illegible]

Wednesday Nov. 6th

Lat. 42.31 N.
Long. 136.24
A moderate breeze
varying from S. to S.S.E.
Steaming and carry
ing staysails. at 10.30 P.M.
Set square sails but
[illegible] them in at 10 a.m.
Putting coal in the
bunkers.
Scrubed and washed
trade [illegible]

Thursday Nov. 7th

Lat. 41. 47 N.
Long. 133. 57 W.
First part a moderate from the S.E. which veered from E. to E.S.E. the latter part. Steaming till 11 a.m. Carrying staysails till 6 P.M. & too under 8 lower staysails from 11 a.m. till 4.30 P.M. then set topsails and foresail Steering E. ½ S. till 11 a.m. Washed down.

Friday Nov. 8th

A moderate breeze from the E.S.E. till 7 a.m. then died away to calms and [illegible] airs from the S.E. Forgeing ahead under topsails and foresail till 7 a.m. then commenced steaming and carrying staysails Steering E. ½ S. Scrubbed the [illegible].

Saturday Nov. 9th

Lat 40. 56 N.
Long. 130. 00 W.
A moderate S.S.E. breeze with rain squalls, first part. latter part. calms and light airs from the S. and S.W. Steaming and carrying staysails, at 8 a.m. set square sails but soon furled them again, Steering

Sunday Nov. 10th

Lat. 38.25 N
Long. 128.04 W
First part calma and light airs from the W. latter part a moderate breeze from the N. which hauled to the N. N. W. and increased to a strong breeze Steaming till 5 a. m. Carrying square sails and steering E by S. till 1 P. M.

Monday Nov. 11th

A strong N. N. W. which gradually died away toward the latter part Carrying square sails commenced steaming at 1 P. M. steering E ½ N till 12 m. then E by N. ½ N Sighted Point Reyes Light at 5.40 P. M. Saw 2 vessels.

Tuesday Nov. 12th

Passed Point Reyes at 8 P. M. and anchored off the Oil Works Wharf at 3 a. m. and so ends the season of 88.

Example 1

H.	Course	K.	[illegible]	Winds	[illegible]	Dev.	Remarks
	S.E by S	12	3	E by N.	1/4	3°E	Lat. 35.15 N
	"	12	3	"			Long. 75.30 W
	"	12	6	"			[illegible]
	"	12	6	"			[illegible] by N. Dist.
	E	9	3	N.N.E	1.0	23°E	[illegible]
	"	9	[illegible]				Ships head
	"	9	[illegible]		1		9° by E.
	"	9	4				[illegible]
	S.E.	[illegible]	[illegible]	N.N.W.	3/4	[illegible]	
		[illegible]	[illegible]				
		[illegible]	[illegible]				Var. 15° W.
		[illegible]	[illegible]				
	[illegible]	[illegible]	[illegible]	[illegible]	3/4	4°	
		10	4				
		9	8				
		[illegible]	[illegible]				
	[illegible]			[illegible]	1/2	13°	[illegible]
							[illegible]
		[illegible]	[illegible]				[illegible]
		[illegible]	[illegible]				[illegible]
	[illegible]	7	[illegible]	[illegible]	1	[illegible]	[illegible]
		9	8				[illegible]
		7	9				[illegible]
		[illegible]	2				[illegible]

C.	Dist.	N.	S.	E.	W.
[illegible]	19	18.[illegible]	—	60.3	—
[illegible]	38.2	—	36.7	33.2	—
[illegible] 71 E	38.3	—	[illegible]	36.2	—
[illegible] 5 E	41.3	24.0	—	34.2	—
[illegible] E	42.2	40.5	—	10.8	—
[illegible] E	38.7	25.1	—	[illegible]	—
[illegible] E	52.8	38.2	—	[illegible].1	—
[illegible] 2 W (C.)	41.6	41.5	—	—	2.2
[illegible] Lat. D.R.		169.6	49.2	186.2	2.2
2 17 N Dif. Lat.		49.2		2.2	
37 15 [illegible]		120.4		184.0	

72.30

[illegible] = [illegible] 48 [illegible]

75.30 W Long. Left

[illegible] Dif of Long.

Course N. 57.42 E Dist. 222 miles

Estimates

1	E	9	4	S 1 E		158	
2	"	9	6				
3	"	9	0				
4	S. [illegible]	10	4	[illegible]		125	
5		10	0				
6		11	4				
7	E [illegible]	6	[illegible]	[illegible]		116	
8		6	4				284
9		6	7				
10	N [illegible]	5	0	[illegible]		[illegible]	
11		4	8				
12		4	6				[illegible]
		4	6				
13	S	4	[illegible]	[illegible]		[illegible]	
14		4	4				
15		4	3				
16	[illegible]	4	2	[illegible]		8[illegible]	
		3	7				
17		3	0				
18	E N	3	[illegible]	[illegible]		[illegible]	
		3	[illegible]				
		3	[illegible]				
		3	[illegible]				
		3	[illegible]				
		3	[illegible]				
		3	[illegible]				

Course	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
S	[illegible]	17.0		.06		15.8	
N	[illegible]	28.0	.02.2			26.8	
S	[illegible]	31.0		.02		29.9	
N	[illegible]	30.0	.02.0			19.5	
S	[illegible]	17.0		.18			0[illegible]
S	[illegible]	13.0		[illegible]			.01.1
S	[illegible]	10.0		.09		10.7	
N	[illegible]	[illegible]	13.7			16.1	
N	2.30 W	[illegible]	06.4				00.0
54.07 N			84.1	55.6		101.0	04.7
28				31.6		04.1	
54.45			-84.1	24.0		96.6	
107.52							
53.76	= [illegible]	= [illegible]	= 2.[illegible]				
Course S	17.8[illegible]						

Greenwich Mean Time

Dec. 1, 1875 Chron. 1h 20m 23s
Jan. 28, 1876 " " 19. 22
Change [illegible] 6. 31.4
65
360.0.4
3.8
42.2
42.4

Time by Chron. [illegible] 8
Corr. [illegible] 1 14 22
Feb. 16 7 45 22
Corr. [illegible] 2
Feb. 16d. 7. 47m. 44s
Greenwich Mean Time.

Mar. 17 Chron. fast. 83. 30.3
Mar. 24 " " 34. 20
7 Int 49.7
Time by Chron. [illegible] 5 6.0
Corr. [illegible] 34.2
[illegible] 23. 2. 2. 4
[illegible] 2.2
[illegible] 21.87

[illegible] Chron. [illegible] 11m 9s
[illegible] 11. 7.0
16d Int. 32.2

Time by Chron. May 1d 6h 7m 41s
Corr. [illegible] 7.16
May 7 = 21. 33.6
[illegible] 3. 4.8
May 7 = 6 35. 1.4

[illegible] 15 Chron. fast 20 42
Mar. 31 " 80. 12
15 Int. 15 [illegible]

Time by Chron. [illegible]
[illegible] 20. 9. 7
[illegible] 9.0
" 8
June 18
May 31
June 25
71.2

Mean Angles.

Sec

.072849
.012[illegible]
80
32
160
240
60) 2560
28
[illegible]
[illegible]

Cos

.001262
.001212
10
28
60) 280
4.[illegible]
[illegible]
[illegible]

Cosine

[illegible]
[illegible]
685
28
4110
2740
60) 31[illegible]
[illegible]
[illegible]
[illegible]

Sine

864716
864833
117
15
585
117
60) 1755
29[illegible]

[illegible]
[illegible]
[illegible]

Bezeik

Whale Clay 17th 1880

20 bowheads	8 Sperm	Bone	750
Lost 9 "	2 "	Oil	82½
Capt. Hedden		S "	80
"			
Dec. 15 1881. Capt. Adams			
8 bowheads		Bone	8 1,25
Lost 4 "		Oil	82
"			
Dec. 6 1882 Capt. Adams			
4 Bowheads		Bone	8 1,25
11 Sperm		Oil	70
Lost 2 bowheads		S "	70
"			
Dec. 5 1883. Capt. Smith			
2 bowheads		Bone	8 1,50
Lost 1 "			
Mar. 22. Nov. 13th 1884			
4 bowheads		Bone	8 1,52
8 Sperm		Oil	82
Lost 1 bowhead		S "	65
Capt. Smith and Allen			
"			
Dec. 5th Nov. 25th 1885			
4 bowheads		Bone	8 1,25
1 Sperm		Oil	20
Lost 2 bowheads - 2 Sperm		S "	65
Capt. Stevens			
"			
Dec. 5th Mar. 3d 1886			
15 bowheads		Bone	8 1,25
Lost 2 bowheads		Oil	20
Capt. Dexter			
"			
Feb. 11. 1888. Capt. Dexter			
3 bowheads			
Lost 2 "		Bone	1,50
" " "		Oil	50
Feb. 24. 1889. Capt. Dexter			
2 bowheads			

Officers.

Belcher.

1st Mate.	Allen and		Hunter.	
	Cook	2	5.	2 1
	Cook,	1	2	
	Mazzarel	1	0	
Mate.	Clark,	1	Smith	
Lancetia	Maclane.	1	3	1 2
Foreman.	Lyons	0	0	
"	Frazier	1		
2d Mate.	Reed	and	Allen	
Bel.	Green.	5	5	5. 2
"	Robinson	0	0	
" Randall.		0	1	
Mate	Clark	and	Clarke	
Lin.	Whittemore	1	1	1
Foreman	Lynam	3	0	
"	Bishop	1	0	
3d Mate				
Bel.	Reed	and	Reed	
"	Robinson	2	1	5. 5
"	Whittemore	0	3	
"	Lyman	0	0	
Mate	Bodfish	and	Clark	
Lin.	Bodfish	1	1	
Foreman	Bodfish	3	0	1
"	Stratton	0	0	
4 Mate.				
Bel.	Swazey	and	Reed	
"	Hamstrand	1	0	1 1
"	Humphreys	0	1	
"	Patton	0	0	
Mate.	Bodfish	0	0	
Lin.	Walker	0	0	
Foreman	Silva	2	0	
"	Vincent	0	0	
5th Mate	and	Boatheaders.		
Bel.	Green	4	0	
"	Frozer	2	0	
"	Frozer	3	3	
"	Frozer	1	0	
Lin.	Brown	3	0	
Foreman	Lopez	5	3	
"	Vincent	3	0	
Total		3	1	

Werzele.

Granier	(Dexter)		1889
[illegible]	(Tilton)		1890
" " "	"	6	[illegible]
" " "	"		1891
" " "	"	1	1892
			[illegible]
			[illegible]
			[illegible]
			[illegible]
			[illegible]
			1893

Officers

1889.

		Bonthead	
1st Mate.	Lyons.		1
" "	Codfish	0	0
" "	"		11
"	"		3
2d "	H. H. Bodfish		0
" "	G. B. Leavitt	0	0
" "	" "		3
"	" "		1
3d "	J. B. Vincent		0
" "	Wm Morgan	0	0
" "	"		4
" "	"		5
4th "	P. ~~Franco~~ Frea		0
5th "	D. Harris		1

Capts. and Mates of Tenders.

Bark	Pearl.	1887.	
Capt.	Murray.		
Mate.	Manning		
Stmr.	Jeanie.	1888.	
Capt.	Humphreys.		
Mate	Lewis.		
Bark	John and Winthrop		1889.
Capt.	~~Gilbert~~. Gillman.		
Mate.			
Ship	America		1890
Capt.	Gibson.		
Mate	Harding		
[illegible]			1890
Capt	[illegible]		
Mate	Mason		

Vessels Lost.

Bark	Daniel Webster	1881
"	Louisa	18 82
"	Saphro	" "
"	Scyan	" 83
"	North Star (Stmr.)	" 82
"	John Howland	18 83
"	Bowhead Stmr.	18 84
"	Napoleon	18 85
"	Rainbow	" "
"	Amethyst	" "
"	Mabel	18 85
"	George and Susan	" "
"	Gazelle	" "
Schr.	Caleb Eaton	" 86
Bark	John Cawer	" "
Schr.	Clara Light	" "
Bark	Fleetwing	18 35
"	Young Phoenix	" "
"	Mary and Susan	" "
"	Ohio (small)	" "
Schr.	Fan	" "
Bark	Ohio	18 89
"	Lucretia (Stmr.)	" "
	J. R. Howland	" 0

Whales raised on Sou. Nor. Hum

Aug	26	George & Martin		
Sept	5	Do Do		
"	11	Nor. Right		
"	18	Head whales in the ice		
"	21	Spouters		